97-84131-14

U.S. Post Office Dept.

Instructions and rulings with reference to...

Washington

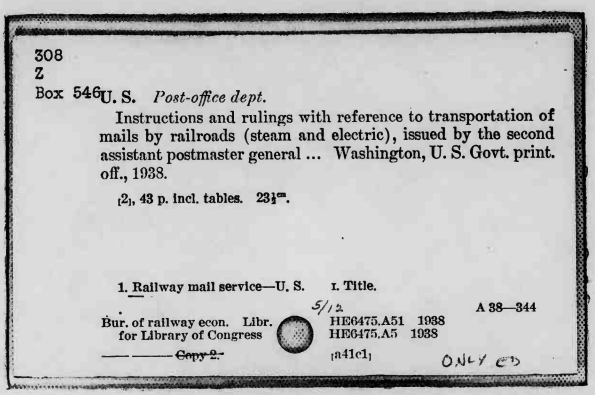
1938

97-84131-14
MASTER NEGATIVE #

COLUMBIA UNIVERSITY LIBRARIES
PRESERVATION DIVISION

BIBLIOGRAPHIC MICROFORM TARGET

ORIGINAL MATERIAL AS FILMED - EXISTING BIBLIOGRAPHIC RECORD



308
Z
Box 546 U. S. *Post-office dept.*
Instructions and rulings with reference to transportation of mails by railroads (steam and electric), issued by the second assistant postmaster general ... Washington, U. S. Govt. print. off., 1938.
[2], 43 p. incl. tables. 23½cm.

1. Railway mail service—U. S. I. Title.

5/12 A 38—344
Bur. of railway econ. Libr.
for Library of Congress
~~Copy 2.~~
HE6475.A51 1938
HE6475.A5 1938
[a41c1]
ONLY ED

RESTRICTIONS ON USE: *Reproductions may not be made without permission from Columbia University Libraries.*

TECHNICAL MICROFORM DATA

FILM SIZE: 35mm REDUCTION RATIO: 11:1 IMAGE PLACEMENT: IA (IIA) IB IIB

DATE FILMED: 7/7/97 INITIALS: TLM / PB

TRACKING # : 25672

FILMED BY PRESERVATION RESOURCES, BETHLEHEM, PA.

U.S. Post Office Dept
FEB 10 1988

INSTRUCTIONS AND RULINGS

WITH REFERENCE TO

TRANSPORTATION OF MAILS BY RAILROADS

(STEAM AND ELECTRIC)

ISSUED BY THE

SECOND ASSISTANT POSTMASTER GENERAL

▼

Based upon the Acts approved July 28, 1916, and July 2, 1918, and Orders of Interstate Commerce Commission Dockets, 9200 and 10227

308
Z
Box 546

INSTRUCTIONS AND RULINGS

WITH REFERENCE TO

TRANSPORTATION OF MAILS BY RAILROADS

(STEAM AND ELECTRIC)

ISSUED BY THE

SECOND ASSISTANT POSTMASTER GENERAL

Based upon the Acts approved July 28, 1916, and July 2, 1918, and Orders of Interstate Commerce Commission Dockets 9200 and 10227

UNITED STATES
GOVERNMENT PRINTING OFFICE
WASHINGTON : 1938

OFFICE OF SECOND ASSISTANT POSTMASTER GENERAL

POST OFFICE DEPARTMENT,
Washington, February 1, 1938.

The orders, rules, and regulations herein promulgated are issued for the information and guidance of railway companies and employees of the Postal Service.

Former rulings in conflict with those contained in this pamphlet are hereby revoked.

HARLLEE BRANCH,
Second Assistant Postmaster General.

MAY 12 1941 EB

INSTRUCTIONS AND RULINGS

WITH REFERENCE TO

SERVICE BY RAILWAY COMMON CARRIERS

REGULARLY AUTHORIZED SERVICE

1. General provisions.—(*a*) "Regularly authorized service," "regular authorizations," and "regular service" are synonymous terms and have reference to service authorized by formal orders issued by the department.

(*b*) Regular authorizations of full railway post office, apartment railway post office, and full storage cars shall be stated in both directions and shall be the maximum space needed in either direction of a round-trip car run between established railway passenger or freight division points or junctions at which the trains are scheduled to stop. Such authorizations shall be restricted to the needs of the service between stated established railway passenger or freight division points or junctions. (See pars. (*e*), (*g*), and (*h*).)

(*c*) Regular authorizations of closed-pouch service shall be stated in one direction only. The same regular unit shall be authorized on every day of the week upon which closed-pouch mails are regularly carried. Regular authorizations shall not be changed en route at other than junction or division points, but they may begin at the point where closed-pouch space becomes necessary and may be terminated at the point where the last mails are dispatched. Where necessary space for closed-pouch mails begins at different points between the same junctions or division points on different days of the week, the authorization for every day of the week on which mails are carried shall begin at the first point at which mails are received on any day of the week, and in the same manner the authorization for every day of the week on which mails are carried shall terminate at the farthest point at which the last mails are dispatched on any day of the week. The regular unit of an original authorization shall be the smallest unit that will accommodate the mails on 50 percent or more of the days of the week on which the mails are regularly carried. (See pars. (*g*) and (*i*) and rule 2.)

(*d*) Regular authorizations of lesser units of storage space shall be stated to cover the maximum space needed in either direction of a round trip. If the railroad company uses any part of the car designated over any part of the return movement and mails are dispatched therein, the company will be compensated for the unit of space necessary to accommodate the mails between the points they are carried. Where the railroad company uses the baggage car in both directions on a round trip in which the authorized storage space is provided, and the volume of mail on the return trip necessitates varying units of space, the outbound unit shall be authorized in the train (in either direction) in which the greater space is needed and the return unit stated "DH." If the same unit of space is needed regularly in both directions it shall be stated as active in both trains. Where a smaller storage unit is required and used in the return movement than is provided for under the DH authorization such smaller unit shall be considered as in lieu of the regular DH authorization and not treated as emergency. The same regular lesser unit of storage space shall be authorized on every day of the week upon which storage mails are regularly carried in lesser units. Regular authorizations shall not be changed en route at other than junction or division points, but they may begin at the point where storage space becomes necessary and may be terminated at the point where the last mails are dispatched. Where necessary space for lesser storage mails begins at different points between the same junctions or division points on different days of the week, the authorization for every day of the week on which mails are carried shall begin at the first point at which mails

are received on any day of the week, and in the same manner the authorization for every day of the week on which mails are carried shall terminate at the farthest point at which the last mails are dispatched on any day of the week. The regular unit of an original authorization shall be the smallest unit that will accommodate the mails on 50 percent or more of the days of the week on which the mails are regularly carried. (See pars. (*g*) and (*i*) and rule 2.)

(*e*) The round-trip car run of full railway post office, apartment railway post office, and full storage cars shall be the round-trip movement of the particular unit between the established passenger or freight division points or junctions covered by the authorization.

(*f*) The round-trip car run of regular lesser units of storage space shall be from the point of authorization to the end of the authorization of the particular unit and return to the point of authorization.

(*g*) For the purpose of stating authorizations of all classes of service, established division terminals as shown in the working timetable of the railroad company, shall be considered as "established railway passenger or freight division points."

(*h*) For the purpose of stating authorizations of full railway post office, apartment railway post office, and full storage cars, points upon a carrier's own line where its tracks, upon which trains are operated, cross or diverge, shall be considered as "junctions": *Provided*, That where two or more carriers participate in joint operation of the junction, it shall be considered as common to all carriers so participating.

(*i*) For the purpose of stating authorizations of closed-pouch or lesser units of storage space, points where two railroad lines of the same or of different companies cross or diverge, and at which mails are regularly received or dispatched by any train, shall be considered as "junctions." This rule does not require a physical connection between the railroad lines at such points, by switch or otherwise.

(*j*) Regular authorizations of all classes of service shall be omitted on holidays and days after holidays when there is no need for service on such days.

(*k*) Before making recommendation for authorization of lesser regular storage units, the Railway Mail Service should ascertain from the railroad company, where practicable, whether pay for the return movement of such space will be claimed. In order that the railroad company may determine whether or not it will waive claim to compensation for return movement, the company should be informed in advance as to the train in which it is proposed to state such return movement.

(*l*) Where authorized units of space are to be returned deadhead, that fact should be indicated by suffixing "DH" to the train number; thus, Train 3 (DH).

(*m*) Where railway post office car service is authorized in a train on 6 days of the week and closed-pouch service is needed on the remaining day of the week, a closed-pouch unit may be authorized on such day of the week, the size of such unit to be determined by the volume of mail handled on the day of the week covered by the closed-pouch authorization without taking into account the volume of storage mails that may be handled in the train on the other days of the week. The same rule will apply where the volume of mail on the remaining day of the week is such as to require more than 15 feet of space in the train and it becomes necessary to authorize a unit of storage space of 18 feet or more. This rule will also apply in determining the size of the closed-pouch unit where a full storage car is authorized in a closed-pouch train on certain days of the week and closed-pouch service is needed on the remaining day or days of the week.

2. More than 50 percent rule.—(*a*) Whenever a regular authorization of closed-pouch or storage space of less than 30 feet is exceeded, but not beyond the capacity of a 30-foot unit, on more than 50 percent of the trips in any calendar month, the appropriate higher unit of 30 feet or less which will accommodate the mails on 50 percent or more of the trips shall be authorized. A regular authorization of closed-pouch or storage space of 30 feet or less shall be reduced to the appropriate smaller unit that would have accommodated the mails on more than 50 percent of the trips in any calendar month. (See rule 1, paragraphs (*c*) and (*d*).) Whenever a regular authorization of 30 feet or less is exceeded beyond the capacity of a 30-foot unit on more than 50 percent of the trips on any day of the week in any calendar month, a full storage car of the appropriate length of 60 or 70 feet shall be authorized on such day of the week. A regular authorization of a full storage car of 60 or 70 feet shall be reduced to the appropriate smaller unit on any day of the week on which a smaller unit would have accommodated the mails on more than 50 percent of the trips on such day of the week in any calendar month. This rule will not apply to the month of December. Changes in authorizations based upon the operation of this rule in any month (except December) shall become effective on the 1st day of the succeeding month.

(*b*) Where, because of a diversion of mails from one train to another on account of change in timetable, the size of a regularly authorized unit of closed-pouch or storage space is arbitrarily increased or decreased on a date other than the 1st day of any month (except December), changes in space authorizations, if any, as provided by the more than 50-percent rule shall be made on the basis of the mails carried from the date the size of the unit was changed to the last day of the month, provided that the number of days in such period is not less than 14, and shall become effective on the 1st day of the succeeding month.

(*c*) Whenever on any day of the week on which no service is regularly authorized, the mails are carried on more than 50 percent of the trips on such day during the previous calendar month, a unit of space of appropriate size to cover that day shall be authorized. Whenever on a particular day of the week on which service is regularly authorized, no mails are carried on 50 percent or more of the trips on such day during the previous calendar month, the authorization shall be restated to omit that particular day. (See rule 1, paragraphs, (*c*) and (*d*).)

(*d*) Under the application of this rule, emergency full-storage cars will not be taken into account in setting up authorizations of full-storage cars except in cases where they are requisitioned in lieu of regularly authorized lesser units of space.

3. Seventy-foot storage car, regular authorization.—Where a 70-foot storage car is regularly operated and more than 60 feet of space is regularly needed for the accommodation of the mails, a 70-foot storage car and return movement shall be regularly authorized on the days of the week on which such car is needed. Where the storage car operated under the above conditions is more than 60 feet but less than 70 feet in length, a 70-foot storage car shall be authorized and the company allowed pay pro rata. The same general rules governing service by a 60-foot storage car shall apply to service by a 70-foot storage car.

4. Basis for determining linear feet of regular and emergency closed-pouch and storage space.—In determining the number of linear feet on both sides of car needed for carrying the mails in closed-pouch or storage units of 3, 6, 9, 12, and 15 feet or in storage units of 18, 21, 24, 27, and 30 feet, in baggage or oversize distributing cars, 52 sacks of mail shall be considered equivalent to 3 linear feet both sides of the car, and 1¾ outside packages shall be considered equivalent to 1 sack: *Provided*, That in exceptional cases units of 15 feet or over may be determined by measurement when mutually agreed to by the carrier and the Department.

5. Service partly by railroad and partly by steamboat.—Where service is operated by a railroad company partly by railroad and partly by steamboat and a railway postal clerk accompanies the mail over the entire run, the car-mile rate allowable on the rail mileage shall apply on steamboat mileage. If clerk does not accompany mails over the water part of the route, that part of the route shall be stated as closed-pouch service.

6. Storage space (regular or emergency) in oversize railway post-office car.—(*a*) Where a full or apartment railway post-office car and a unit of storage space are authorized in a train, and the space in the railway post-office car operated exceeds the authorized railway post-office unit by 1 linear foot or more, both sides of the car, the available excess space in the railway post-office car may be used for the carriage of all or a part of the mail due to be accommodated in the storage unit, with the understanding that no pay will be allowed for the unused excess space in the railway post-office car in the return movement.

(*b*) Lesser storage units which are accommodated in the excess space in an oversize full or apartment car shall be determined by count of sacks, except as provided in paragraph (*f*), but in no case shall payment be allowed for more than the actual length of the car.

(*c*) Where all of the mail due to be transported in an authorized storage unit can be accommodated in the excess space in an oversize full or apartment railway post-office car in the initial movement and a smaller storage unit is sufficient to accommodate the storage mails in the train in the return movement, compensation will be allowed only for such storage unit as may be actually required for the accommodation of the mails in the return movement.

(*d*) Where the mail due to be transported in an authorized storage unit cannot all be accommodated in the available excess space in an oversize full or apartment railway post-office car, and a part of the storage mail is carried in such available space in the railway post-office car and the remainder in the baggage car, payment will be allowed for the full storage unit in the outbound movement, and in the return movement for the equivalent of that portion of the storage unit furnished in the baggage car on the outbound trip, provided that no part of the car in which the unit is claimed was used by the carrier in the return movement.

(*e*) Where an oversize full or apartment railway post-office car is furnished to fill an authorized unit of railway post-office car space of 30 feet or 15 feet, respectively, the clear storage space due under the authorization shall be determined by count of sacks, as follows: For 30-foot apartment, 139 sacks; and for 15-foot apartment, 55 sacks. In addition to the clear storage space due under the authorization, the space in front of doors and in the aisles in the car is considered available for the accommodation of storage mails to the extent that such space would be available were a standard car of the unit authorized actually operated. (The clear storage space indicated is based on the storage space requirements in standard railway post-office cars. See note under rule 7.)

(*f*) Where a 70-foot, 60-foot, or 30-foot standard railway post-office car is operated to fill an authorization for a 60-foot railway post-office car or a 30-foot or 15-foot apartment car, respectively, and the available storage space in the car in addition to that provided under the railway post-office car authorization is used to capacity for the handling of storage mails, the available storage space in a 70-foot car when used to fill an authorization for a 60-foot car shall be considered as 10 feet (measurement basis); in a 60-foot car when used to fill an authorization for a 30-foot car as 18 feet (measurement basis); and in a 30-foot car when used to fill an authorization for a 15-foot car as 12 feet (measurement basis). In cases where the authorization provides for a 30- or 15-foot apartment car, all racks which are not due under such apartment-car authorization shall be placed in nonuse position to provide storage space.

(*g*) Where storage mails are carried in an oversize full or apartment car in a train in which a deadhead unit is authorized, the appropriate unit to cover such mails shall be considered in lieu of the deadhead authorization and not as emergency service.

7. Nonstandard and old style full and apartment cars.—(*a*) Where the railroad company is unable to furnish a standard full railway post office or apartment car but operates in lieu thereof a nonstandard car which does not provide as much storage space as a standard car, pro rata pay will be allowed for the nonstandard car based on the storage space furnished as compared with the storage space due in a standard car of the unit authorized: *Provided*, That full payment may be allowed when the entire deficiency in storage space is made up, when necessary, in another part of the train.

(*b*) When a car smaller than the unit authorized is furnished and such car provides sufficient distribution facilities for the particular run of the car, payment will be allowed pro rata, based on the length of the car furnished as compared with the length of the unit authorized. If such car is deficient in storage space as compared with a standard car, full payment may be allowed on the basis of the length of the car furnished, provided the entire deficiency in storage space is made up, when necessary, in another part of the train.

(*c*) Where a unit of storage space is also needed in a train in which a nonstandard full railway post office or apartment car is operated, the deficiency in storage space in the postal car, if any, shall be taken into account in determining the size of the storage unit to be authorized.

(*d*) In determining the inside length of full railway post office and apartment cars as the basis for payment, fractions of a foot shall be disregarded, if 6 inches or under, and credit given for a full foot, if over 6 inches.

(*e*) Where there is a deficiency of distributing facilities in the car, the company will be required to install at least such additional facilities as are needed on the particular run of the car or cars involved.

NOTE.—The storage-space requirements in linear feet in full and apartment railway post-office cars, based on the latest standard plans, are as follows: 60-foot full cars, 13 feet 7 inches; 30-foot apartment cars, 8 feet; and 15-foot apartment cars, 3 feet 2 inches.

8. Passageway or part-width apartment cars.—Where a passageway or part-width apartment car is operated to fill an authorization for a standard apartment car, full payment will be allowed for such car: *Provided*, That the number of square feet of floor space furnished is equal to or greater than the number of square feet provided in a standard apartment car of the size authorized, and pro rata payment on the same basis will be allowed where the floor space is less than that in a standard car. If such car is deficient in storage space as compared with a standard car, full payment may be allowed on the basis of the number of square feet of floor space furnished, provided the entire deficiency in storage space is made up, when necessary, in another part of the train.

9. Apartment cars on narrow-gage lines.—Space in apartment cars on narrow-gage lines will be paid for at full rates for standard width cars. The amount of storage space which should be required in narrow-gage cars should be the amount provided by the standard plan of a narrow-gage car and not the amount provided by the plan for a standard gage apartment car.

EMERGENCY SERVICE

10. General provisions.—(*a*) Emergency or excess service has reference to service which temporarily becomes necessary in a train where no unit of space is regularly authorized, or to additional service in a train where space is regularly authorized but which is inadequate to accommodate all the mail offered for dispatch by a particular trip. Such temporary service is performed under special requisition by a representative of the Railway Mail Service for additional space, or under the initiative action of railroad employees at points where no representative of the Railway Mail Service is located.

(*b*) Railroad companies are not required to anticipate the need of emergency space in the regular consist of the train. Where there are mails and baggage or express or both to be loaded, and the available space is not sufficient to accommodate all, the mails must be given preference. Railroad companies will not, however, be required to unload baggage or express in order to provide space for the excess mail. Where there is no other available space in the train except that in an oversize railway post office car, the carrier must accommodate the mails in such space.

(*c*) All units of emergency space shall be 3, 6, 9, 12, 15, 18, 21, 24, 27, or 30 feet without duplication or grouping. They shall be of the size needed to accommodate the excess mails carried and may be discontinued, increased, or decreased at any point where a fluctuation in the volume of mail carried requires a change from one unit to another. In cases where there is a lesser unit of space regularly authorized in the train, the emergency unit shall be in addition to such regular unit and not in lieu thereof except as provided in rule 15.

(*d*) Where the regular authorization is for 3, 6, 9, 12, or 15 feet of closed-pouch space, emergency space of 15 feet or less shall be paid for at closed-pouch rates, but where the emergency service exceeds 15 feet payment therefor shall be made at storage rates.

(*e*) Where the regular authorization is for lesser storage units or full storage cars, or for railway post-office or apartment-car service, all emergency space will be paid for at storage rates.

(*f*) The same rules that govern payment for deadhead return movements of regularly authorized lesser units of storage space shall govern payment for deadhead return movements of emergency lesser units of storage space. (See rule 30, pars. (*b*), (*c*), and (*d*).)

(*g*) Where emergency mails are transported in two or more cars in a train, a single request form shall be issued for a unit of sufficient size to cover the entire excess mails carried. This rule is not to be considered as affecting the provisions of rule 15, which provides for the authorization of a 60-foot storage car in lieu of a closed-pouch or a lesser storage unit under certain conditions.

(*h*) When a train arrives at its destination on a day following its departure from initial point, the date the train is due to leave the initial point of the railway post-office designation shall be used as the date of request for space. Each railway post-office division shall be considered separately in cases where it is divided into east, middle, west, or north and south divisions. The actual date shall be used on the requisition at the top of the form and the "train date" in the body of the form.

11. Mails not to be carried on trains on which no space is authorized except upon request.—(*a*) The railroad company shall not carry mails on a train upon

which no space is regularly authorized unless it receives a requisition for necessary emergency space in such train from the proper officer of the Railway Mail Service.

(*b*) Where conditions warrant, a postmaster may be authorized by a division superintendent, Railway Mail Service, to issue requests on proper forms for emergency service on unauthorized trains, the railroad company to be advised of the issuance of such authority.

12. Additional space in trains in which railway post-office car service is authorized.—When a railway post-office car or a railway post-office car with an additional unit of storage space is regularly authorized in a train and the authorized space is inadequate to accommodate all of the mails offered for dispatch by a particular trip, the transfer clerk or the railway postal clerk in charge, at the point where the emergency occurs, may address a written notice, showing the number of bags of mail involved, to the railroad company, requesting it to furnish the additional unit of space needed in the train, such notice to be made in duplicate, the original to be delivered to the conductor or baggageman of the train and the duplicate to be forwarded through usual channels to the division superintendent, Railway Mail Service.

13. Additional space in closed-pouch trains.—(*a*) When the regularly authorized space in a closed-pouch train is inadequate to accommodate all of the mails offered for dispatch by a particular trip, the transfer clerk, or other postal representative at the point where the emergency occurs, may address a written notice, showing the number of bags of mail involved, to the railroad company, requesting it to furnish the additional unit of space needed in the train, such notice to be made in duplicate, the original to be delivered to the conductor or baggageman of the train and the duplicate to be forwarded through usual channels to the division superintendent, Railway Mail Service.

(*b*) At points where no representative of the Postal Service is located and the regularly authorized space in the train is inadequate to accommodate all of the mails offered for dispatch by a particular trip, the baggageman on the train shall accept and count all mail offered and the railroad company shall advise the division superintendent, Railway Mail Service, as to the number of bags of excess mail and the points between which they were carried, and, if from a missed connection, whether such mails were from the train of the same company. (See rule 21.)

14. Additional full storage cars.—When an additional full storage car is needed, the transfer clerk or other representative of the department at the point where the car is needed shall address a written notice to the railroad company calling for an additional car of the appropriate length of 60 or 70 feet and stating the established railway passenger or freight division point or junction to which the car is to be run. Such notice shall be in duplicate, the original to be delivered to the proper local representative of the railroad company and the copy to be forwarded through the usual channel to the division superintendent, Railway Mail Service. The clerk in charge of the train should also be informed of the point to which the additional storage car is to be authorized in order that its use may be discontinued at that point. An emergency car should not be discontinued at a point intermediary to where the car was originally requested.

15. Sixty-foot storage car in lieu of a lesser unit.—Where a regularly authorized unit of storage or closed-pouch space, combined with an emergency unit necessitates the use of more than 30 feet of linear space in a baggage car, or storage car, used exclusively for the mails, a 60-foot car shall be authorized from the point where more than 30 feet of linear space is needed to the first established railway passenger or freight division point or junction where the 60-foot car may be reduced, or discontinued, and paid for on the basis of the round trip, provided the car is not used by the railroad company in the opposite direction. In cases where the regularly authorized unit is for storage space, the authorization of a 60-foot car in lieu of such storage unit automatically authorizes a 60-foot car in the return direction in lieu of the return movement of the lesser storage unit which was superseded thereby. The 60-foot cars authorized under this rule shall be included in the report for regularly authorized service and appear in such report immediately following the item of regular service affected.

16. Seventy-foot storage car in lieu of 60-foot storage car.—Where a 70-foot baggage car is operated to satisfy an authorization for a 60-foot storage car and the regular authorization of 60 feet is exceeded on account of the carriage of excess mails in the car, requisition shall be made for a 70-foot storage car in lieu of the 60-foot car regularly authorized. The authorization of a

70-foot car under these conditions automatically authorizes a 70-foot car in the return direction in lieu of the return movement of the 60-foot car superseded thereby. Payment will be allowed pro rata in the event the car operated is less than 70 feet in length. The 70-foot storage cars authorized under this rule shall be included in the report of regularly authorized service and appear in such report immediately following the item of regular service affected.

MISCELLANEOUS

17. Storage cars.—(*a*) Full storage cars and baggage cars furnished for the transportation of mail shall be paid for in accordance with the inside linear-foot measurement, subject to the following conditions: In ascertaining the inside length of such cars fractions of a foot will be disregarded if 6 inches or under, and credit given for a full foot if over 6 inches. No deduction will be made for the space occupied by interior fittings provided they do not occupy an average of more than 1 linear foot of space. Where such obstructions amount to more than 1 foot, deduction will be made for the whole space occupied thereby. In ascertaining the amount of space occupied by the interior fittings, obstructions which do not materially affect the clear storage space may be disregarded.

(*b*) Where postal cars from which the interior fittings have not been removed are used as storage cars, deduction will be made for the space occupied by letter cases, racks, boxes, and other fittings, in determining the linear feet of space to be allowed.

(*c*) The Department reserves the right to control the operation of regular and emergency storage cars to the extent of having them returned in trains where needed in an emergency, regardless of the fact that such cars are authorized and usually operated in certain designated trains in return movement. The period between arrival of a storage car movement and commencement of return movement in such an emergency should not be in excess of approximately 36 hours, unless a longer period is mutually agreed to by the carrier and the division superintendent, Railway Mail Service. The right is also reserved to split the storage-car authorization, allowing one car to go forward in the regular train and holding the other for a later train to accommodate missed connection or for other service reasons.

(*d*) Storage cars should be loaded solid at the initial point of the run, as far as practicable, without aisle or vacant space in the doorways, excepting such doorways as may be needed en route.

(*e*) Where for any reason the railroad company stops the loading of a storage car before it has been filled to its cubical capacity, payment for the operation of the car and return deadhead movement will be allowed pro rata on the basis of the cubical capacity load: *Provided*, That in cases where the mails are exceptionally heavy and a storage car satisfactory to the Department is furnished, full payment may be allowed for less than cubical capacity load.

18. Handling, loading, and unloading of storage mails.—(*a*) Railroad companies are required to handle, load, and unload storage mails carried in baggage and storage cars and in baggage end of apartment cars.

(*b*) Railroad companies are required to transfer all mails between cars in the same train where such transfers are necessary and required by the postal officials. (See par. (*c*).)

(*c*) Where a storage car is operated next to the full or apartment car and railway postal clerks have access thereto through end doors, the handling of mails at intermediate points where the volume is small may be performed by the clerks when considered advisable by the Department.

(*d*) Where a unit of storage space is carried in an oversize railway post-office car, the mails carried in such unit shall be loaded and unloaded at terminals by the railway postal clerks.

(*e*) Railroad companies may be required to transfer all or a part of the excess mails carried in the baggage car to available space in the authorized distributing or storage unit, at points where such transfer is practicable, upon presentation of request for such transfer on Form 5050 by a representative of the Department. However, if the company desires to carry such mails through to destination in the baggage car in lieu of making the actual transfer, it may do so with the understanding that the space in the baggage car occupied thereby will be charged against the available space in the authorized distributing or storage unit. The request form shall show the point at which the transfer is to be made and the number of sacks to be transferred and shall be delivered

to the railroad representative immediately upon arrival at the station where the transfer is ordered. Railway postal clerks will not be required to accept the transfer of such mails through end doors when train is in motion, but they may do so during the station stop if the storage end of the distributing car is next to the baggage car.

19. Railroad companies not required to cut out apartment cars.—Railroad companies will not be required to cut out apartment cars at intermediate points on the authorized run of the car in order that another car which is to be used for advance distribution of the mails may be substituted therefor.

20. Cancelation of authorizations.—(*a*) The regular authorization of a full storage car when not needed in either direction of the round trip car run, may be canceled by a representative of the Department at the initial point of the run of the car, and when so canceled, a corresponding return movement will automatically be canceled. Whenever such cancelation is made, reasonable advance notice shall be given to the railroad company at the initial point of the run of the car to permit of the car being removed from the train. Notice of cancelation shall also be given to the Department's representative at the outer terminal for his information in connection with the dispatch of the mails. In such cases a lesser unit of emergency space may be requisitioned if there is available space for its accommodation in the regular consist of the train (other than the storage car if operated) after baggage and express are loaded.

(*b*) Where a train carrying a full or apartment railway post-office car or performing closed-pouch service is overtaken by a following train and the mails of both trains are combined and forwarded from such point in one of the trains, pay will not be allowed for the train carrying no mail beyond the point where the mails are merged.

(*c*) Where, in an emergency, a railway post-office car is withdrawn at an intermediate point on a run and mails and clerks are transferred to a storage car operated in the train, the railway post-office car being later operated deadhead over the omitted part of the run, pay for the railway post-office car will be terminated at the point where it was withdrawn from service.

(*d*) Where a full or apartment railway post-office car is withdrawn from a train at an intermediate point on the run because of accident or other operating reason, full pay will be allowed to the point of withdrawal. If mails are forwarded from such point in care of train employees, pay for the unit of space furnished will be allowed at closed-pouch rates. If the railway post-office clerk accompanies the mails in the baggage car, pro rata pay of the railway post-office car authorized will be allowed based upon the amount of space occupied as compared with the unit of space superseded thereby.

(*e*) Where a storage car is cut out of a train at an intermediate point on its run and is subsequently received by a following train in which there is sufficient authorized space available to accommodate the mail carried in the delayed storage car, the mails in the delayed storage car should be transferred and the delayed car ordered out of service at the next division point or junction, at which point pay for same will be terminated.

(*f*) Where, on account of accident or other operating reason, it is necessary to cut out a storage car at an intermediate point on its run, and it is subsequently operated through to destination in service on a following train, full payment will be allowed. However, if an emergency unit of space on the regular train becomes necessary because of the withdrawal of the regular storage car, no payment will be allowed for such emergency space unless the quantity of mail carried in the emergency unit is in excess of that which could have been carred in the regularly authorized storage car.

(*g*) Regular units of closed-pouch space shall not be canceled on account of the operation in the train of a return movement of an emergency full storage car nor shall regular lesser units of storage space be canceled under like conditions, except where the initial movement of a storage car is requisitioned in lieu of a regular lesser storage unit in which case the return movement of the storage car shall be considered and used in lieu of the return movement of the lesser storage unit.

21. Mails missing regular connection and falling back upon following train.—Where on account of a delayed connection between trains of the same company the mail due to go out on one train falls back upon a following train, the transportation of such mail on the second train will be considered as in lieu of a part of the service required of the first train and no additional pay will be allowed for either train unless the quantity of mail carried in both trains is

in excess of that which could have been accommodated in the space regularly authorized. (See rule 22.)

22. Mails dispatched on trains not regularly due to carry them.—(*a*) Where for operating reasons the mails are forwarded on a train of the same company running in advance of the train regularly due to carry them; or where the mails regularly due a train are forwarded on another train of the same company but over a different line; or where a special or extra train is made up to go out either on the time of the regular train or after arrival of the delayed connection and the mails carried on such special or extra train are those which would have been carried on the regular train had schedules been complied with; the transportation of such mails on the train not regularly due to carry them will be considered as in lieu of the service regularly authorized and no additional pay will be allowed for either train unless the quantity of mail carried on both trains is in excess of that which could have been accommodated in the space regularly authorized.

(*b*) Where a train due to carry mail is annulled and the mails are dispatched on a subsequent train of the same company in which no space is regularly authorized, the transportation of such mails on the train not regularly due to carry them will be considered as in lieu of the service regularly authorized and no additional pay will be allowed unless the quantity of mail carried is in excess of that which could have been accommodated in the space regularly authorized in the annulled train. (See rule 21.)

23. Detoured trains.—Where a train carrying mails is operated between usual termini but over a line other than that on which it is regularly operated, on account of obstructions on the regular line or for other reasons, payment will be allowed for the service performed in the detoured train on the basis of the mileage of the line on which it is regularly authorized to run, except that where the mileage via the detour is shorter than that regularly authorized, payment will be allowed on the basis of actual mileage traveled. When such detour in train operation occurs and the company makes up and operates a special train over parts of the track on which the regular train ordinarily runs, it will be expected to carry any mail that can be advanced in delivery by such special train without additional compensation, provided that the quantity of mail carried in both trains is not in excess of that which could have been carried in the space regularly authorized.

24. Mails carried in baggage car in lieu of space in railway post-office car.—Where a railway post-office car is authorized between certain points and the railway postal clerk does not occupy the car until an intermediate point on the run is reached, and mails are carried in the baggage car for the convenience of the carrier from the point of authorization to such intermediate point, the space furnished in the baggage car will be considered as in lieu of space in the authorized railway post-office car and no additional authorization will be made.

25. Mails carried in several baggage cars of train for convenience of company.—(*a*) Where mails are carried in several baggage cars in a train out of the initial terminal for the convenience of the company and at some point on the train run the cars are diverged to different lines, a unit of space of sufficient size to accommodate all of the mails transported in the several baggage cars shall be authorized from the initial point to the point of divergence, except where the volume of mail exceeds the capacity of a 60-foot storage car, a 60-foot storage car and an appropriate lesser unit shall be authorized.

(*b*) Where a unit of storage space is carried in the outbound movement in two or more cars in a train, except as provided in rule 6, paragraph (*d*), the company will be allowed pay for the deadhead return movement of the unit, provided any one of the cars is returned unused by the company. However, where the department has need for closed-pouch or storage space in any train in the return direction such train may be designated for the return of any one of the cars carrying a part of the storage unit outbound, and in such case the return of any of the other cars unused by the company, in a train in which the department has no need for space, will not entitle the company to separate or additional pay for space in such return direction. (See rule 28.)

(*c*) Where mails under a full storage car authorization are handled in two or more baggage cars in the same train for the convenience of the company, the space used in any one baggage car shall be determined by count of sacks where such space is 30 feet or less, and by actual measurement where the space used is more than 30 feet: *Provided*, That in exceptional cases 15 linear feet or more of mail may be determined by measurement when mutually agreed to by the carrier and the department.

26. Train crews not permitted to ride in railway post office cars.—Train crews shall not be permitted to ride in railway post-office cars while in use, even though the railroad company may furnish a railway post-office car larger than the size authorized.

27. Handling of mails in deadhead full railway post office or apartment cars.—When full railway post office or apartment cars are operated deadhead in the return movement and mails are dispatched therein, the company will be required to handle the mails in and out of such cars. However, if the company prefers to handle such mails in the line baggage car in lieu of space in the authorized unit, it may do so with the understanding that no additional compensation will be allowed in excess of that authorized for the full railway post office or apartment car.

28. Deadhead return movement of storage space in closed-pouch trains.—Deadhead return movements of regular storage units may be utilized for regular service in closed pouch trains: *Provided*, That the compensation per mile for the return storage unit equals or exceeds that which would be allowed for a closed pouch unit of sufficient size to accommodate the mails in the closed-pouch train. Return movements of storage space which are so utilized shall be authorized in the closed-pouch trains as active storage units and not deadhead (DH). Where closed-pouch service is needed in the train on a day or days of the week not covered by the storage unit authorization, a unit of closed-pouch space shall be authorized on such day or days, the size of such unit to be the same as would have been authorized had all the service in the train been stated as closed-pouch service under the provisions of rule 1, paragraph (*c*).

29. Mails delivered by fast train to be forwarded or returned to local point on local train, or vice versa, and mails dispatched on train not due to receive them.—Where mails are delivered by a fast train at a certain point from which point they are to be forwarded or returned to a local point on a local train, or vice versa, a unit of space will be authorized in the local train for the accommodation of the mails dispatched thereon. However, when for its own convenience the company desires to forward mails on a train not due to receive them from one station to another station for dispatch from such station, permission may be granted for such handling, with the understanding that the space necessary for the accommodation of such mails between the two stations will be furnished without additional compensation and that no delay to the mails will result.

30. Cars operated in deadhead return movement of full-storage cars or lesser storage units.—(*a*) The deadhead return movement of a regular or emergency full-storage car may only be claimed in the same car which was operated in the initial movement or some other car of the same type and practically of the same dimensions and weight capacity as the car used in the initial movement. Where the car is used by the company in the return movement over any part of the authorized run of the car, no compensation will be allowed for its return.

(*b*) The deadhead return movement of a lesser regular storage unit may only be claimed in the same car which was operated in the initial movement or one similar in character. This contemplates that where the lesser unit in the initial movement is carried in a mixed traffic car the return movement can be claimed only in the identical car or a similar car operated in its place in the regular consist of the complementary movement. Also, where the mails in a lesser storage unit are carried in the initial movement in a baggage end of a combination mail and baggage car the deadhead return of the unit can only be claimed in the baggage end of a similar car in the return movement. Where the car is used by the company in the return movement over any part of the authorized run of the car, no compensation will be allowed for its return.

(*c*) Where the mails in a lesser storage unit are carried in the initial movement wholly in the baggage end of a combination passenger and baggage car or in the baggage compartment of a combination passenger, baggage and mail car, the deadhead return of the unit may only be claimed in the same or similar type of car which is not used by the company in the return movement. The operation of the baggage compartment empty in the return movement will not satisfy the requirement of the rule if the passenger compartment is used by the company.

(*d*) Where varying units of storage space are authorized continuously in the run of a particular train, payment for the deadhead return movements of such units will be allowed on the basis of the train run of each unit separately insofar as the use or nonuse by the railroad company of the car in the return movement is involved, and not on the basis of the entire run covered by the several units which may be authorized. The same rule will apply to emergency service. (See rule 1, par. (*f*).)

31. Nonuse by railroad company of return movement of storage cars and lesser units of storage space.—(*a*) Where storage cars are used for mail purposes in one direction and operated deadhead in the return direction, the affidavit of the railroad company that the deadhead storage cars were not used in the return movement shall be verified, as far as practicable, by the Railway Mail Service. Such advance notice at point of departure of the car as may be necessary for the purpose of verification of the claim shall be required of the railroad company.

(*b*) If the railroad company claims pay for the deadhead return movement of a lesser storage unit, its affidavit must show that no part of the car in which the return movement is claimed was used by the company, and the claim in that respect shall be verified by the Railway Mail Service before pay will be allowed. Such reports as may be necessary for the purpose of verification of the claim shall be required of the railroad company.

32. Reports of service performed (affidavits).—(*a*) Evidence shall be submitted under oath by the railroad companies on Form 2531 quarterly for regular service performed during the quarterly periods and monthly for emergency service performed each month. Separate reports shall be furnished for regular and emergency service. The statements shall be rendered in duplicate and transmitted to the Department through the Railway Mail Service. One copy of the statement will be returned to the carrier after verification at the Department. The items shall be stated in complete form including the extensions of the computations. The report should be typewritten and double-spaced.

(*b*) In submitting reports of service on Form 2531 of regular and emergency full storage cars (in both directions including deadhead return movements) and of deadhead return movements of regular and emergency lesser units of storage space, the car number and date of operation of car in which the unit is claimed shall be shown in column 9 under "remarks" opposite the claim of the unit involved. Deadhead return movements should be indicated by the suffix "DH" following the train number.

(*c*) Reports must be prepared in form and manner outlined by the department. Should the carrier and the Department disagree as to specific items, such items should not be included with the items which form the basis for computation of pay, but they may be added to the report in the form of footnotes or otherwise.

33. Sanitation and cleaning of cars.—The law provides that no pay shall be allowed for service by any railway post-office car which is not equipped with sanitary drinking-water containers and toilet facilities, nor unless such car is regularly and thoroughly cleaned. In order to avoid controversies between the railroad company and the Department as to whether there have been failures to comply with this law involving a withholding of pay for the car, all clerks in charge are instructed immediately upon entering their car at the beginning of their run to inspect the car to determine whether it is equipped with sanitary drinking-water containers and toilet facilities and is thoroughly cleaned. If the clerk in charge discovers any failure in this respect, he will address a notice of the defect to the railroad company, such notice to be in duplicate, the original to be given to the proper local representative of the company as soon as possible after the defect is discovered, and the duplicate to be forwarded with his trip report. If the defect is remedied before the departure of the train or at any point on the train run, notation of such fact should be made on the copy sent with trip report and may be made also on the copy given to the railroad company if presented for that purpose.

34. Separately operated railroad defined.—A railroad not exceeding 100 miles in length having a separate corporate title and administrative organization whose physical operations are separate and distinct from the physical operations of another railroad, and which renders separate accounting and operating reports to the Interstate Commerce Commission and files in its own name separate freight and passenger tariffs, shall be considered as coming within the class of "separately operated railroads" as that term is used in paragraph 3 of the commission's order of December 23, 1919, and subsequent orders. (Letters from Interstate Commerce Commission dated October 6, 1920, and November 19, 1921, and report of the commission in its order of July 3, 1930.)

RATES OF PAY OF RAILROAD COMPANIES

TABLE A.—*General rates applicable to all railroads except as shown in Tables B, C, D, and E*

For each mile of service by—	For railroads over 100 miles in length		For separately operated railroads 50 to 100 miles in length	For separately operated railroads less than 50 miles in length
	Regular rates	Land-grant rates		
	Cents	*Cents*	*Cents*	*Cents*
60-foot railway post-office car	39.00	31.20	73.00	91.00
30-foot apartment car	21.50	17.20	40.50	50.50
15-foot apartment car	14.50	11.60	27.00	34.00
70-foot storage car	47.00	37.60	88.00	110.50
60-foot storage car	40.50	32.40	75.50	94.50
30 foot storage space	21.50	17.20	40.50	50.50
27-foot storage space	20.00	16.00	37.75	47.00
24-foot storage space	18.50	14.80	35.00	43.50
21-foot storage space	16.75	13.40	31.75	39.50
18-foot storage space	15.00	12.00	28.25	35.25
15-foot storage space	13.00	10.40	24.50	30.75
12-foot storage space	11.00	8.80	20.75	26.00
9-foot storage space	8.75	7.00	16.50	20.50
6-foot storage space	6.25	5.00	11.75	14.75
3-foot storage space	3.50	[2] 2.80	7.00	8.50
15-foot closed-pouch space	14.50	11.60	27.00	34.00
12-foot closed-pouch space	12.50	10.00	23.00	28.75
9-foot closed-pouch space	10.25	8.20	18.25	23.00
6-foot closed-pouch space	7.50	6.00	13.25	16.75
3-foot closed-pouch space	4.50	3.60	8.00	10.00
Minimum pay per mile per annum	$72.00	$57.60	$112.50	$112.50

TABLE B.—*Rates applicable to the railroads shown below*

Bangor & Aroostook Railroad Co.
Boston & Albany Railroad (New York Central Railroad Co. lessee).
Boston & Maine Railroad.
Canadian National Railway Co.[1]
Canadian Pacific Railway Co.[2]
Central Vermont Railway Inc.
Maine Central Railroad Co.
New York, New Haven & Hartford Railroad Co.
Quebec Central Railway Co.
Rutland Railroad Co.

For each mile of service by—	Rate	For each mile of service by—	Rate
	Cents		*Cents*
60-foot railway post office car	52.50	15-foot storage space	17.75
30-foot apartment car	29.50	12-foot storage space	15.00
15-foot apartment car	19.50	9-foot storage space	12.00
70-foot storage car	63.00	6-foot storage space	8.25
60-foot storage car	54.00	3-foot storage space	4.50
30-foot storage space	29.50	15-foot closed-pouch space	19.50
27-foot storage space	27.25	12-foot closed-pouch space	17.00
24-foot storage space	25.00	9-foot closed-pouch space	14.00
21-foot storage space	22.75	6-foot closed-pouch space	10.00
18-foot storage space	20.25	3-foot closed-pouch space	6.00

Minimum pay per mile per annum, $96.50.

[1] Canadian National Ry., route 101726, Portland, Maine to Boundary Line (n. o.), Vt. and route 101791, Lewiston to Lewiston Junction (n. o.), Maine, receive the rates shown in this table. Route 101735, Canadian Boundary Line (n. o.) to Rouses Point, N. Y., route 102745, Boundary Line (n. o.) to Massena Springs N. Y., route 102787, Suspension Bridge (n. o.) to Boundary Line (n. o.), N. Y., route 109726, Port Huron (Tunnel Sta.) to Boundary Line (n. o.), Mich. and Detroit to Boundary Line (n. o.), Mich., and route 110721, International Boundary Line (n. o.) (Warroad) to International Boundary Line (n. o.) (Spooner), Minn., receive the rates shown in table A.

[2] Canadian Pacific Ry., route 101716, Richford to Newport, Vt., and route 101797, Newport to Wells River, Vt., receive the rates shown in this table. Route 101788, Houlton, Maine, to Boundary Line (n. o.), route 101789, Onawa, Maine, to Boundary Line (n. o.), and route 101790, Fort Fairfield, Maine, to Boundary Line (n. o.), receive the rates shown in table D.

TABLE C.—*Rates applicable to the railroads shown below*

Alabama, Tennessee & Northern Railroad Corporation.
California Western Railroad & Navigation Co.
Eureka-Nevada Railway.
Laramie, North Park & Western Railroad Co.
McCloud River Railroad Co.
Magma-Arizona Railway Co.
Midland Terminal Railway Co.
Nevada Central Railroad Co.
Nevada Copper Belt Railroad Co.
Nevada County Narrow Gauge Railroad Co.
Nevada Northern Railway Co.
Quincy Railroad Co.
San Diego & Arizona Eastern Railway Co.
San Luis Valley Southern Railway Co.
Sierra Railroad Co.
Spokane International Railway Co.
Tonopah & Goldfield Railroad Co.
Trona Railway Co.
Virginia & Truckee Railway.
Washington, Idaho & Montana Railway Co.
Yosemite Valley Railway Co.
Yreka Western Railroad Co.

For each mile of service by a—	For railroads over 100 miles in length	For separately operated railroads not exceeding 100 miles in length and not less than 50 miles in length	For separately operated railroads less than 50 miles in length
	Cents	*Cents*	*Cents*
60-foot railway post-office car	67.50	81.00	101.25
30-foot apartment car	37.50	45.00	56.25
15-foot apartment car	25.00	30.00	37.50
70-foot storage car	81.50	98.00	122.50
60-foot storage car	70.00	84.00	105.00
30-foot storage space	37.50	45.00	56.25
27-foot storage space	35.00	42.00	52.50
24-foot storage space	32.25	38.75	48.25
21-foot storage space	29.25	35.00	44.00
18-foot storage space	26.25	31.50	39.50
15-foot storage space	22.75	27.25	34.00
12-foot storage space	19.00	22.75	28.25
9-foot storage space	15.00	18.00	22.25
6-foot storage space	10.75	13.00	16.00
3-foot storage space	6.25	7.50	9.50
15-foot closed-pouch space	25.00	30.00	37.50
12-foot closed-pouch space	21.00	25.50	31.50
9-foot closed-pouch space	17.00	20.50	25.50
6-foot closed-pouch space	12.50	15.00	18.75
3-foot closed-pouch space	7.50	9.00	11.25

Minimum pay per mile per annum, $125.

TABLE D.—*Rates applicable to railroads shown below*

Canadian Pacific Railway Co.[1]
Deep Creek Railroad Co.
Tonopah & Tidewater Railroad Co., Ltd.

For each mile of service by a—	For railroads over 100 miles in length	For separately operated railroads not exceeding 100 miles in length and not less than 50 miles in length	For separately operated railroads less than 50 miles in length
	Cents	*Cents*	*Cents*
60-foot railway post-office car	33.75	40.50	50.50
30-foot apartment car	18.75	22.50	28.25
15-foot apartment car	12.50	15.00	18.75
70-foot storage car	41.00	49.00	61.25
60-foot storage car	35.00	42.00	52.50
30-foot storage space	18.75	22.50	28.25

Minimum pay per mile per annum, $62.50.

[1] Canadian Pacific Ry. Co., route 101788, Houlton, Maine, to Boundary Line (n. o.); route 101789, Onawa, Maine, to Boundary Line (n. o.), and route 101790, Fort Fairfield, Maine, to Boundary Line (n. o.), receive the rates shown on this table. Route 101716, Richford to Newport, Vt., and route 101797, Newport to Wells River, Vt., receive the rates shown in table B.

TABLE D.—*Rates applicable to railroads shown below*—Continued

For each mile of service by a—	For railroads over 100 miles in length	For separately operated railroads not exceeding 100 miles in length and not less than 50 miles in length	For separately operated railroads less than 50 miles in length
	Cents	*Cents*	*Cents*
27-foot storage space	17.75	21.25	26.75
24-foot storage space	16.75	20.00	25.25
21-foot storage space	15.50	18.50	23.25
18-foot storage space	14.00	17.00	21.00
15-foot storage space	12.25	14.75	18.50
12-foot storage space	10.25	12.50	15.25
9-foot storage space	8.25	10.00	12.00
6-foot storage space	5.75	7.00	8.50
3-foot storage space	3.25	3.75	4.75
15-foot closed-pouch space	12.50	15.00	18.75
12-foot closed-pouch space	10.75	13.00	16.25
9-foot closed-pouch space	8.75	10.50	13.25
6-foot closed-pouch space	6.50	7.75	9.75
3-foot closed-pouch space	3.75	4.50	5.75

TABLE E.—*Rates applicable to the Denver & Salt Lake Railway Co.*

For each mile of service by a—	Rate	For each mile of service by a—	Rate
	Cents		*Cents*
60-foot railway post-office car	54.00	12-foot storage space	16.00
30-foot apartment car	30.00	9-foot storage space	13.00
15-foot apartment car	20.00	6-foot storage space	9.00
60-foot storage car	56.00	3-foot storage space	5.00
30-foot storage space	30.00	15-foot closed-pouch space	20.00
27-foot storage space	28.00	12-foot closed-pouch space	17.00
24-foot storage space	26.00	9-foot closed-pouch space	14.00
21-foot storage space	23.75	6-foot closed-pouch space	10.00
18-foot storage space	21.25	3-foot closed-pouch space	6.00
15-foot storage space	18.75		

SPACE BASIS ACT

(Sections 1-pt. and 5 of the act of July 28, 1916—United States Code, title 39, 523 to 568)

SECTION 1-pt. That hereafter every railroad company carrying the mails shall carry on any train it operates and without extra charge therefor the persons in charge of the mails and when on duty and traveling to and from duty, and all duly accredited agents and officers of the Post Office Department and the Railway Mail Service and post office inspectors while traveling on official business, upon the exhibition of their credentials.

SEC. 5. That the Postmaster General is authorized and directed to readjust the compensation to be paid to railroad companies from and after the thirtieth day of June, nineteen hundred and sixteen, or as soon thereafter as may be practicable, for the transportation and handling of the mails and furnishing facilities and services in connection therewith upon the conditions and at the rates hereinafter provided.

The Postmaster General may state railroad mail routes and authorize mail service thereon of the following four classes, namely: Full railway post-office car service, apartment railway post-office car service, storage-car service, and closed-pouch service.

Full railway post-office car mail service shall be service by cars forty feet or more in length, constructed, fitted up, and maintained for the distribution of mails on trains. The authorization of full railway post-office cars shall be

for standard-size cars sixty feet in length, inside measurement, except as hereinafter provided.

Apartment railway post-office car mail service shall be service by apartments less than forty feet in length in cars constructed, fitted up, and maintained for the distribution of mails on trains. Two standard sizes of apartment railway post-office cars may be authorized and paid for, namely, apartments fifteen feet and thirty feet in length, inside measurement, except as hereinafter provided.

Storage-car mail service shall be service by cars used for the storage and carriage of mails in transit other than by full and apartment railway post-office cars. The authorizations for storage cars shall be for cars sixty feet in length, inside measurement, except as hereinafter provided: *Provided*, That storage space in units of three feet, seven feet, fifteen feet, and thirty feet, both sides of car, may be authorized in baggage cars at not exceeding pro rata of the rates hereinafter named for sixty-foot storage cars.[1]

Service by full and apartment railway post-office cars and storage cars shall include the carriage therein of all mail matter, equipment, and supplies for the mail service and the employees of the Postal Service or Post Office Department, as shall be directed by the Postmaster General to be so carried.

Closed-pouch mail service shall be the transportation and handling by railroad employees of mails on trains on which full or apartment railway post-office cars are not authorized, except as hereinbefore provided. The authorizations for closed-pouch service shall be for units of seven feet and three feet in length, both sides of car.

The rates of payment for the services authorized in accordance with this section shall be as follows, namely:

For full railway post-office car mail service at not exceeding 21 cents for each mile of service by a sixty-foot car.[2]

In addition thereto he may allow not exceeding $4.25 as a combined initial and terminal rate for each one-way trip of a sixty-foot car.[3]

For apartment railway post-office car mail service at not exceeding 11 cents for each mile of service by a thirty-foot apartment car and 6 cents for each mile of service by a fifteen-foot apartment car.[2]

In addition thereto he may allow not exceeding $2.75 as a combined intial and terminal rate for each one-way trip of a thirty-foot apartment car and $2 as a combined initial and terminal rate for each one-way trip of a fifteen-foot apartment car.[3]

For storage-car mail service at not exceeding 21 cents for each mile of service by a sixty-foot car.[2]

In addition thereto he may allow not exceeding $4.25 as a combined initial and terminal rate for each one-way trip of a sixty-foot car.[3]

Where authorizations are made for cars of the standard lengths of sixty, thirty, and fifteen feet, as provided by this section, and the railroad company is unable to furnish such cars of the length authorized, but furnishes cars of lesser length than those authorized, but which are determined by the department to be sufficient for the service, the Postmaster General may accept the same and pay only for the actual space furnished and used, the compensation to be not exceeding pro rata of that provided by this section for the standard length so authorized: *Provided*, That the Postmaster General may accept cars and apartments of greater length than those of the standard requested, but no compensation shall be allowed for such excess lengths.

For closed-pouch service, at not exceeding 1½ cents for each mile of service when a three-foot unit is authorized, and 3 cents for each mile of service when a seven-foot unit is authorized.[1]

In addition thereto he may allow not exceeding 25 cents as the combined initial and terminal rate for each one-way trip of a three-foot unt of service and 50 cents as a combined initial and terminal rate for each one-way trip of a seven-foot unit of service.[3]

[1] The rates for closed pouch and lesser units of storage space and size of units were changed by orders of the Interstate Commerce Commission. See order of July 10, 1928, and subsequent orders for units and rates now in effect.

[2] The rates for full and apartment railway post-office service and full storage car service, were changed by orders of the Interstate Commerce Commission. See order of July 10, 1928, and subsequent orders for units and rates now in effect.

[3] Initial and terminal rates named in this act were canceled and abolished by the order of the Interstate Commerce Commission of December 23, 1919.

Railroad companies whose railroads were constructed in whole or in part by a land grant made by Congress, on the condition that the mails should be transported over their roads at such price as Congress should by law direct, shall receive only eighty per centum of the compensation otherwise authorized by this section.

The initial and terminal rates provided for herein shall cover expenses of loading and unloading mails, switching, lighting, heating, cleaning mail cars, and all other expenses incidental to station service and required by the Postmaster General in connection with the mails that are not included in the car-mile rate. The allowance for full railway post-office cars, apartment railway post-office cars, and storage cars may be varied in accordance with the approximate difference in their respective cost of construction and maintenance.

In computing the car miles of the full railway post-office cars and apartment railway post-office cars, the maximum space authorized in either direction of a round-trip car run shall be regarded as the space to be computed in both directions, unless otherwise mutually agreed upon.

In computing the car miles of storage cars, the maximum space authorized in either direction of a round-trip car run shall be regarded as the space to be computed in both directions, unless the car be used by the company in the return movement, or otherwise mutually agreed upon.

NOTE.—Lesser units of storage space were authorized in both directions by the order of the Interstate Commerce Commission of December 23, 1919.

New service and additional service may be authorized at not exceeding the rates herein provided, and service may be reduced or discontinued with pro rata reductions in pay, as the needs of the Postal Service may require: Provided, That no additional pay shall be allowed for additional service unless specifically authorized by the Postmaster General.

The Postmaster General is authorized to make special contracts with the railroad companies for the transportation of the mails where in his judgment the conditions warrant the application of higher rates than those herein specified, and make report to Congress of all cases where such special contracts are made and the terms and reasons therefor.

All cars or parts of cars used for the Railway Mail Service shall be of such construction, style, length, and character, and furnished in such manner as shall be required by the Postmaster General, and shall be constructed, fitted up, maintained, heated, lighted, and cleaned by and at the expense of the railroad companies. No pay shall be allowed for service by any railway post-office car which is not sound in material and construction and which is not equipped with sanitary drinking-water containers and toilet facilities, nor unless such car is regularly and thoroughly cleaned. No pay shall be allowed for service by any wooden full railway post-office car unless constructed substantially in accordance with the most approved plans and specifications of the Post Office Department for such type of cars, nor for service by any wooden full railway post-office car run in any train between adjoining steel cars, or between the engine and a steel car adjoining. After the first of July, nineteen hundred and seventeen, the Postmaster General shall not approve or allow to be used, or pay for service by, any full railway post-office car not constructed of steel or steel underframe or equally indestructible material; and all full railway post-office cars accepted for this service and contracted for by the railroad companies hereafter shall be constructed of steel. Until July first, nineteen hundred and seventeen, in cases of emergency and in cases where the necessities of the service require it, the Postmaster General may provide for service by full railway post-office cars of other than steel or steel underframe construction, and fix therefor such rate of compensation within the maximum herein provided as shall give consideration to the inferior character of construction, and the railroad companies shall furnish service by such cars at such rates so fixed.

Service over property owned or controlled by another company or a terminal company shall be considered service of the railroad company using such property and not that of the other or terminal company: *Provided*, That service over land-grant roads shall be paid for as herein provided.

Railroad companies carrying the mails shall furnish all necessary facilities for caring for and handling them while in their custody. They shall furnish all cars or parts of cars used in the transportation and distribution of the mails, except as herein otherwise provided, and place them in stations before the departure of trains at such times and when required to do so. They shall

provide station space and rooms for handling, storing, and transfer of mails in transit, including the separation thereof, by packages for connecting lines, and such distribution of registered mail in transit as may be necessary, and for offices for the employees of the Railway Mail Service engaged in such station work when required by the Postmaster General, in which mail from station boxes may be distributed if it does not require additional space.

If any railroad company carrying the mails shall fail or refuse to provide cars or apartments in cars for distribution purposes when required by the Postmaster General, or shall fail or refuse to construct, fit up, maintain, heat, light, and clean such cars and provide such appliances for use in case of accident as may be required by the Postmaster General, it shall be fined such reasonable sum as may, in the discretion of the Postmaster General, be deemed proper.

The Postmaster General shall in all cases decide upon what trains and in what manner the mails shall be conveyed. Every railroad company carrying the mails shall carry on any train it operates, and with due speed, all mailable matter, equipment, and supplies directed to be carried thereon. If any such railroad company shall fail or refuse to transport the mails, equipment, and supplies when required by the Postmaster General on any train or trains it operates, such company shall be fined such reasonable amount as may, in the discretion of the Postmaster General, be deemed proper.

The Postmaster General may make deductions from the pay of railroad companies carrying the mails under the provisions of this section for reduction in service or infrequency of service where, in his judgment, the importance of the facilities withdrawn or reduced requires it, and impose fines upon them for delinquencies. He may deduct the price of the value of the service in cases where it is not performed, and not exceeding three times its value if the failure be occasioned by the fault of the railroad company.

The provisions of this section shall apply to service operated by railroad companies partly by railroad and partly by steamboats.

The provisions of this section respecting the rates of compensation shall not apply to mails conveyed under special arrangement in freight trains, for which rates not exceeding the usual and just freight rates may be paid, in accordance with the classifications and tariffs approved by the Interstate Commerce Commission.

Railroad companies carrying the mails shall submit, under oath, when and in such form as may be required by the Postmaster General, evidence as to the performance of service.

The Postmaster General shall, from time to time, request information from the Interstate Commerce Commission as to the revenue received by railroad companies from express companies for services rendered in the transportation of express matter, and may, in his discretion, arrange for the transportation of mail matter other than of the first class at rates not exceeding those so ascertained and reported to him, and it shall be the duty of the railroad companies to carry such mail matter at such rates fixed by the Postmaster General.

The Postmaster General is authorized, in his discretion, to petition the Interstate Commerce Commission for the determination of a postal carload or less-than-carload rate for transportation of mail matter of the fourth class and periodicals, and may provide for and authorize such transportation, when practicable, at such rates, and it shall be the duty of the railroad companies to provide and perform such service at such rates and on the conditions prescribed by the Postmaster General.

The Postmaster General may, in his discretion, distinguish between the several classes of mail matter and provide for less frequent dispatches of mail matter of the third and fourth classes and periodicals when lower rates for transportation or other economies may be secured thereby without material detriment to the service.

The Postmaster General is authorized to return to the mails, when practicable for the utilization of car space paid for and not needed for the mails, postal cards, stamped envelopes, newspaper wrappers, empty mail bags, furniture, equipment, and other supplies for the Postal Service.

The Postmaster General, in cases of emergency between October first and April first of any year, may hereafter return to the mails empty mail bags and other equipment theretofore withdrawn therefrom as required by law, and, where such return requires additional authorization of car space under the provisions of this section, to pay for the transportation thereof as provided for

herein out of the appropriation for inland transportation by railroad routes.

The Postmaster General may have the weights of mail taken on railroad mail routes, and computations of the average loads of the several classes of cars and other computations for statistical and administrative purposes made at such times as he may elect, and pay the expense thereof out of the appropriation for inland transportation by railroad routes.

Pending the decision of the Interstate Commerce Commission, as hereinafter provided for, the existing method and rates of railway mail pay shall remain in effect, except on such routes or systems as the Postmaster General shall select, and to the extent he may find it practicable and necessary to place upon the space system of pay in the manner and at the rates provided in this section, with the consent and approval of the Interstate Commerce Commission, in order to properly present to the Interstate Commerce Commission the matters hereinafter referred thereto: *Provided*, That if the final decision of the Interstate Commerce Commission shall be adverse to the space system, and if the rates established by it under whatever method or system is adopted shall be greater or less than the rates under this section, the Postmaster General shall readjust the compensation of the carriers on such selected routes and systems in accordance therewith, from the dates on which the rates named in this section became effective.

All railway common carriers are hereby required to transport such mail matter as may be offered for transportation by the United States in the manner, under the conditions, and with the service prescribed by the Postmaster General and shall be entitled to receive fair and reasonable compensation for such transportation and for the service connected therewith.

The Interstate Commerce Commission is hereby empowered and directed as soon as practicable to fix and determine from time to time the fair and reasonable rates and compensation for the transportation of such mail matter by railway common carriers and the service connected therewith, prescribing the method or methods by weight, or space, or both, or otherwise, for ascertaining such rate or compensation, and to publish the same; and orders so made and published shall continue in force until changed by the commission after due notice and hearing.

In fixing and determining the fair and reasonable rates for such service the commission shall consider the relation existing between the railroads as public service corporations and the Government, and the nature of such service as distinguished, if there be a distinction, from the ordinary transportation business of the railroads.

The procedure for the ascertainment of said rates and compensation shall be as follows:

Within three months from and after the approval of this act, or as soon thereafter as may be practicable, the Postmaster General shall file with the commission a statement showing the transportation required of all railway common carriers, including the number, equipment, size, and construction of the cars necessary for the transaction of the business; the character and speed of the trains which are to carry the various kinds of mail; the service, both terminal and en route, which the carriers are to render; and all other information which may be material to the inquiry, but such other information may be filed at any time in the discretion of the commission.

The Postmaster General is authorized to employ such clerical and other assistance as shall be necessary to carry out the provisions of this section, and to rent quarters in Washington, District of Columbia, if necessary, for the clerical force engaged thereon, and to pay for the same out of the appropriation for inland transportation by railroad routes. The Postmaster General shall file with the commission a comprehensive plan for the transportation of the mails on said railways and shall embody therein what he believes to be the reasonable rate or compensation the said railway carriers should receive.

Thereupon the commission shall give notice of not less than thirty days to each carrier so required to transport mail and render service, and upon a day to be fixed by the commission, not later than thirty days after the expiration of the notice herein required, each of said carriers shall make answer and the commission shall proceed with the hearing as now provided by law for other hearings between carriers and shippers or associations.

All the provisions of the law for taking testimony, securing evidence, penalties, and procedure are hereby made applicable.

For the purpose of determining and fixing rates or compensation hereunder the commission is authorized to make such classification of carriers as may be just and reasonable and, where just and equitable, fix general rates applicable to all carriers in the same classification.

Pending such hearings, and the final determination of the question, if the Interstate Commerce Commission shall determine that it is necessary or advisable, in order to carry out the provisions of this section, to have additional and more frequent weighing of the mails for statistical purposes, the Postmaster General, upon request of the commission, shall provide therefor in the manner now prescribed by law, but such weighing need not be for more than thirty days.

At the conclusion of the hearing the commission shall establish by order a fair, reasonable rate or compensation to be received, at such stated times as may be named in the order, for the transportation of mail matter and the service connected therewith and during the continuance of the order the Postmaster General shall pay the carrier from the appropriation herein made such rate or compensation.

Either the Postmaster General or any such carrier may at any time after the lapse of six months from the entry of the order assailed apply for a reexamination, and thereupon substantially similar proceedings shall be had with respect to the rate or rates for service covered by said application, provided said carrier or carriers have an interest therein.

For the purposes of this section the Interstate Commerce Commission is hereby vested with all the powers which it is now authorized by law to exercise in the investigation and ascertainment of the justness and reasonableness of freight, passenger, and express rates to be paid by private shippers.

The Interstate Commerce Commission shall allow to railroad companies whose railroads were constructed in whole or in part by a land grant made by Congress on condition that the mails should be transported over their roads at such price as Congress should by law direct only eighty per centum of the compensation paid other railroads for transporting the mails and all service by the railroads in connection therewith.

The existing law for the determination of mail pay, except as herein modified, shall continue in effect until the Interstate Commerce Commission under the provisions hereof fixes the fair, reasonable rate or compensation for such transportation and service.

That the appropriations for inland transportation by railroad routes and for railway post-office car service for the fiscal year ending June thirtieth, nineteen hundred and seventeen, are hereby made available for the purposes of this section.

That it shall be unlawful for any railroad company to refuse to perform mail service at the rates or methods of compensation provided by law when required by the Postmaster General so to do, and for such offense shall be fined $1,000. Each day of refusal shall constitute a separate offense.

ORDERS OF INTERSTATE COMMERCE COMMISSION

At a general session of the Interstate Commerce Commission, held at its office in Washington, D. C., on the 23d day of December, A. D. 1919. No. 9200. Railway mail pay

This case having been initiated under the provisions of the act of July 28, 1916 (39 Stat. 412, 425–431); and having been duly heard and submitted by the parties and full investigation of the matters and things involved having been had, and the commission having, on the date hereof, made and filed a report containing its findings of fact and conclusions thereon, which said report is hereby referred to and made a part hereof:

It is ordered, That the following system, rules, and ratings be established on or before March 1, 1920, and be observed, maintained, and applied to the transportation of mail matter of the United States by railroads subject to the act of July 28, 1916, supra, until further order or orders of this commission:

1. That the space-basis system inaugurated under authority of the act of July 28, 1916, supra, shall be continued as herein modified and be extended to all mail routes; and that the Postmaster General shall, on or before March 1, 1920, place on the space basis the routes now paid on the weight basis.

2. That the initial and terminal allowances permitted in the act shall be canceled and abolished, payment in lieu thereof being included in the rates hereinafter prescribed.

3. That the fair and reasonable rates of payment for transportation of mail matter as of November 1, 1916, and to January 1, 1918, are as follows:

	Cents
For each mile of service by a 60-foot railway post-office car	27
For each mile of service by a 30-foot apartment car	15
For each mile of service by a 15-foot apartment car	10
For each mile of service by a 60-foot storage car	28
For each mile of service by a 30-foot storage space	15
For each mile of service by a 15-foot storage space	8
For each mile of service by a 7-foot storage space	4½
For each mile of service by a 3 foot storage space	2½
For each mile of service by a 15-foot closed-pouch space	10
For each mile of service by a 7-foot closed-pouch space	5
For each mile of service by a 3-foot closed-pouch space	3

For separately operated railroads not exceeding 100 miles in length, and not less than 50 miles in length, 20 percent additional to the above rates; and separately operated railroads less than 50 miles in length, 50 percent additional: *Provided*, That the minimum payment on any mail route, over any part of which mail is transported not less than six days a week, shall be $50 per mile per annum.

The fair and reasonable rates on and after January 1, 1918, are 25 percent additional to the rates prescribed as of November 1, 1916.

The law fixes the rates for railroads which were constructed in whole or in part by a land grant made by Congress at 80 percent of those herein prescribed.

4. Where authorizations are made for cars or apartments of the standard lengths of 60, 30, and 15 feet, and the railroad company is unable to furnish such cars or apartments of the length authorized, but furnishes cars or apartments of lesser length, but which are accepted by the department to be sufficient for the service, payment shall be made only for the actual space furnished and used, the compensation to be not exceeding pro rata of that provided for the standard length authorized. The Postmaster General may accept cars and apartments of greater length than those of the standard requested, but no compensation shall be allowed for such excess lengths, except that where an oversize car is furnished storage units may be authorized therein on the basis of actual measurement.

In computing the car-miles of full and apartment railway post-office cars the maximum space authorized in either direction of a round-trip car run shall be regarded as the space to be computed in both directions.

In computing the miles of service of a storage car or lesser unit, the maximum space authorized in either direction of a round-trip car run shall be regarded as the space to be computed in both directions unless any part of the car containing such unit be used by the railroad company in the return movement.

5. All regular authorizations for full railway postal cars, apartment railway post-office cars, and full storage cars may be discontinued, in accordance with the needs of the service at established railway passenger or freight division points or junctions at which the train is scheduled to stop.

6. All units of emergency space needed to supplement regular authorizations shall be of 3, 7, 15, or 30 feet without duplication or grouping, and such units shall be discontinued, increased, or decreased at any point where a fluctuation in the volume of mail carried requires a change from one unit to another.

7. Whenever a regularly authorized unit of storage or closed-pouch space, combined with an emergency unit, necessitates the use of more than 30 feet of linear space in a baggage car, or storage car used exclusively for the mails, a 60-foot car shall be authorized and paid for on the basis of the round trip, provided the car is not used by the railroad company in the opposite direction.

8. Whenever a regular authorization is exceeded on 50 percent or more of the trips during a period of 30 consecutive days, the next higher unit shall be authorized. This rule will not apply to the month of December.

9. Where the railroad companies are required by the department to perform side, terminal, or transfer service, they shall be separately compensated for such service, unless the service is performed in or directly contiguous to railway terminals and depots. The amount to be paid therefor shall be measured by the amount paid by the railroad to contractors plus 3 percent; and where the service is performed by agents or employees of the railroad companies the payment shall be for the value of the pro rata time of such railway agents or employees while engaged in rendering the service, including cost of vehicular service that may be necessary, with the addition of 3 percent.

Where the railroad companies contract for such service, contracts shall be let to the lowest responsible bidder upon advertisement. Readjustment for such service shall be made annually. The railroad companies shall submit certified copies of each contract to the Postmaster General on or before July 1 of each year showing the rate of payment for the ensuing year, and the amounts specified in such contracts plus 3 percent shall be accepted as the basis of payment to the Postmaster General heretofore prescribed. The railroad companies shall also furnish the Postmaster General each year, on or before July 1, a detailed statement of the daily time consumed in handling the mails by their agents or employees at each point where side, terminal, or transfer service is performed, which statement shall be verified by a responsible official of the company conversant with the facts, and such verified statement shall compute the pro rata payment of the agent or employee performing the service, based on the time actually consumed, and the amounts named in the statement plus 3 percent shall constitute the basis of payment for the next ensuing year, unless in special cases, and for good cause, the Postmaster General may require further statements and verifications from any particular railroad company at other periods of the year.

10. That from time to time, at least once in two years, the Postmaster General, upon notification to the railroads, and with their presence and assistance, shall conduct tests to determine the number of sacks and outside packages that will fill a foot or 3 feet of space in a car, and the results thereof shall be reflected in changes of rules where necessary, in the count of sacks and packages as the basis for measurement.

11. That the provisions of the act of July 28, 1916, except as herein modified, shall remain in full force and effect.

12. That payments for transportation of the mails, and the services connected therewith shall be made each month after the service has been performed.

It is further ordered, That a copy of this order be served upon the Postmaster General, the Director General of Railroads, and all carriers by railroad subject to the act of July 28, 1916.

At a general session of the Interstate Commerce Commission, held at its office in Washington, D. C., on the 2d day of March A. D. 1920. No. 9200. Railway mail pay

Upon further consideration of the record in the above entitled proceeding and of motion filed on behalf of the Short Line Railroads, respondents, for additional findings and supplemental orders:

It is ordered, That the said motion be, and it is hereby, denied.

At a general session of the Interstate Commerce Commission, held at its office in Washington, D. C., on the 23d day of April A. D. 1920. No. 9200. Railway mail pay

Upon further consideration of the record in the above-entitled proceeding, and of petitions of the Postmaster General and Western Association of Short Line Railroads for a rehearing and for a revised finding as to the fair and reasonable rates for the transportation of the mail:

It is ordered, That the said petitions be, and they are hereby, denied.

At a general session of the Interstate Commerce Commission, held at its office in Washington, D. C., on the 13th day of June A. D. 1921. No. 9200. Railway mail pay

Upon further consideration of the record in the above-entitled proceeding and of motion filed on behalf of respondents for interpretation of our order entered herein under date of December 23, 1919:

It is ordered, That the said motion be, and it is hereby, denied in so far as it seeks—

(1) For an interpretation of section 9 of said order so as to make application of separate compensation for side, terminal, and transfer service retroactively to the period November 1, 1916, to March 1, 1920.

(2) For a ruling making application of the minimum annual payment provided in the proviso to paragraph 2 of section 3 of said order to the routes as shown in the statement and comprehensive plan of the Postmaster General submitted to the commission.

It is further ordered, That the 25 percent increase in rates from January 1, 1918, specified in section 3 of said order be, and it is hereby, made applicable to the minimum payment of $50 per mile per annum named in the proviso to section 3 of said order.

At a general session of the Interstate Commerce Commission, held at its office in Washington, D. C., on the 18th day of November A. D. 1921. No. 9200. Railway mail pay

Upon further consideration of the record in the above-entitled proceeding and of motion filed on behalf of the short-line railroads, respondents, to make section 3 of the order entered herein under date of December 23, 1919, definite and certain as to weight routes and minimum pay:

It is ordered, That the said motion be, and it is hereby, denied.

At a general session of the Interstate Commerce Commission, held at its office in Washington, D. C., on the 18th day of November A. D. 1921. No. 9200. Railway mail pay

Upon further consideration of the record in the above-entitled proceeding and of the petition filed on the joint behalf of the Postmaster General and respondent carriers for certain amendments of our order entered herein under date of December 23, 1919:

It is ordered, That there be added to section 3 thereof the following:

"The fair and reasonable rate of payment for transportation of mail matter on and after December 1, 1921, for each mile of service by a 70-foot storage car is 40⅝ cents. The rules governing service by a 60-foot storage car shall apply to service by a 70-foot storage car."

It is further ordered, That the first paragraph of section 4 be modified to read as follows:

"Where authorizations are made for cars or apartments of the standard lengths of 60, 30, and 15 feet, and the railroad company is unable to furnish such cars or apartments of the length authorized, but furnishes cars or apartments of lesser length, but which are accepted by the department to be sufficient for the service, payment shall be made only for the actual space furnished and used, the compensation to be not exceeding pro rata of that provided for the standard length authorized. The Postmaster General may accept cars and apartments of greater length than those of the standard requested, but no compensation shall be allowed for such excess lengths except that where an oversize car is furnished storage units may be authorized therein on either the basis of actual measurement or count of sacks and outside packages, whichever may be more practicable, provided that in no case shall payment be made for more than the actual length of the car."

It is further ordered, That section 8 be modified to read as follows:

"That during the fiscal year beginning July 1, 1921, and ending June 30, 1922, excepting the month of December, 1921, each carrier shall be paid for all emergency service required and performed on all trains having regular authorizations on each route, except emergency service required and performed in 30-foot and 60-foot authorizations, for which payment shall be made as at present provided, the same amounts each month as accrued on account of 3-foot, 7-foot, and 15-foot units of emergency service, storage, and closed-pouch authorized and performed during the month of April 1921, where the emergency authorizations were less than 50 percent of the trips; and where the authorizations were for 50 percent or more of the trips the appropriate higher unit shall be regularly authorized from July 1, 1921.

"During the month of April 1922, and in the same month for each succeeding year during the continuance of this order, a record of the emergency service, storage, and closed-pouch, actually performed in 3, 7, and 15 foot units on each train of each route shall be kept, and upon the basis of the service so ascertained payment shall be made for each month of the succeeding fiscal year beginning July 1, excepting for the month of December, in the same manner as prescribed above for the fiscal year beginning July 1, 1921, both as to payment of emergency service and increases to the higher regular units of service performed.

"For the month of December in any year, payments shall be made for 16 days on the basis above prescribed at one-half of the monthly rate as above ascertained and for 15 days beginning December 17 on the basis of the emergency service actually performed.

"By mutual agreement between the Postmaster General and any carrier a different month than April may be selected as the basis for the pay for such emergency service required of and performed by said carrier."

It is further ordered, that a copy of this order be served upon the Postmaster General and all carriers by railroad subject to the act of July 28, 1916.

At a general session of the Interstate Commerce Commission, held at its office in Washington, D. C., on the 17th day of May A. D. 1922. No. 9200. Railway mail pay

Upon further consideration of the record in the above-entitled proceeding and of the petition filed on the joint behalf of the Postmaster General and respondent carriers for the rescission of that part of our order entered herein under date of November 18, 1921, which modifies section 8 of our order entered therein under date of December 23, 1919;

It is ordered, That our order entered herein under date of November 18, 1921, be, and it is hereby, rescinded in so far as it modifies section 8 of our order entered herein December 23, 1919;

It is further ordered, That section 8 of said order of December 23, 1919, be, and it is hereby, modified to read as follows:

Whenever a regular authorization is exceeded on 50 percent or more of the trips in any calendar month, the appropriate higher unit shall be authorized. This rule will not apply to the month of December.

It is further ordered, That a copy of this order be served upon the Postmaster General and all carriers by railroad subject to the act of July 28, 1916.

At a session of the Interstate Commerce Commission, division 1, held at its office in Washington, D. C., on the 13th day of December A. D. 1923. No. 9200. Railway mail pay

It appearing, That by order entered September 30, 1916, the commission instituted a proceeding of inquiry and investigation herein under section 5 of the act approved July 28, 1916, 39 Stat. 412, 425–431, and subsequently by orders entered herein December 23, 1919, June 13, 1921, November 18, 1921, and May 18, 1922, prescribed, among other things, the fair and reasonable rates of payment for transportation of mail matter of the United States by railroads subject to the said act of June 28, 1916, and—

It further appearing, That pursuant to the provisions of the said act the Bangor & Aroostook Railroad Co., Boston & Albany Railroad (New York Central Railroad Co., lessee), Boston & Maine Railroad, Bridgton & Saco River Railroad Co., Central New England Railway Co., Central Vermont Railway Co., Maine Central Railroad Company, Montpelier & Wells River Railroad, Rutland Railroad Company, Sandy River & Rangeley Lakes Railroad, St. Johnsbury & Lake Champlain Railroad Company, The New York, New Haven & Hartford Railroad Company, and The York Harbor & Beach Railroad Company, railway common carriers engaged in transporting the mails, applied for a reexamination, and the commission, by order entered herein on March 7, 1921, reopened the proceeding for reexamination with respect only to the facts and circumstances surrounding the transportation of the mails and the services connected therewith upon the lines of the said applicants, and—

It further appearing, That a full investigation of the matters and things involved has been had and that said division on the date hereof has made and filed a report containing its findings of fact and conclusions thereon, which said report is hereby referred to and made a part hereof:

It is ordered, That rates of payment for the transportation of mail matter by the aforesaid railway common carriers, except the Bridgton & Saco River Railroad Co. and the Sandy River & Rangeley Lakes Railroad, be, and they are hereby, established as fair and reasonable rates to be received on and after December 13, 1923, as follows:

For each mile of service—	*Cents*	For each mile of service—	*Cents*
By a 60-foot railway post-office car	45. 5	By a 15-foot storage space	13. 5
By a 30-foot apartment car	25. 5	By a 7-foot storage space	7. 5
By a 15-foot apartment car	17	By a 3-foot storage space	4
By a 70-foot storage car	55	By a 15-foot closed-pouch space	17
By a 60-foot storage car	47	By a 7-foot closed-pouch space	8. 5
By a 30-foot storage space	25. 5	By a 3-foot closed-pouch space	5

and, further, that the minimum payment on any mail route upon said lines, over any part of which mail is transported not less than six days a week, shall be $84 per mile per annum.

It is further ordered, That the provisions of the orders entered in this proceeding on December 23, 1919, June 13, 1921, November 18, 1921, and May 18, 1922, except as herein modified, shall remain in full force and effect.

At a session of the Interstate Commerce Commission, division 1, held at its office in Washington, D. C., on the 22d day of January, A. D. 1925. No. 9200. Railway mail pay

It appearing, That by order entered September 30, 1916, the commission instituted a proceeding of inquiry and investigation herein under section 5 of the

act approved July 28, 1916, 39 Stat. 412, 425–431, and subsequently by orders entered herein December 23, 1919, June 13, 1921, November 18, 1921, and May 18, 1922, prescribed, among other things, the fair and reasonable rates of payment for transportation of mail matter of the United States by railroads subject to the said act of July 28, 1916, and

It further appearing, That pursuant to the provisions of the said act the Bingham & Garfield Railway Co., California Western Railroad & Navigation Co., Great Southern Railroad Co., Indian Valley Railroad Co., Lake Tahoe Railway & Transportation Co., McCloud River Railroad Co., Nevada Central Railroad Co., Nevada County Narrow Gauge Railroad Co., Nevada Northern Railway Co., Pacific & Idaho Northern Railway Co., Quincy Railroad Co., Ray & Gila Valley Railroad Co., Sacramento Valley & Eastern Railroad Co., San Diego & Arizona Railway Co., San Luis Southern Railway Co., Sierra Railway Co. of California, Spokane International Railway Co., Sumpter Valley Railway Co., The Colorado, Wyoming & Eastern Railway Co., The Nevada Copper Belt Railroad Co., Washington, Idaho & Montana Railway Co., Yreka Railroad Co., and Yosemite Valley Railroad Co., railway common carriers engaged in transporting the mails, applied for a reexamination, and the commission, by order entered herein on August 1, 1921, reopened the proceeding for reexamination with respect only to the facts and circumstances surrounding the transportation of the mails and the services connected therewith upon the lines of the said applicants, and

It further appearing, That a full investigation of the matters and things involved has been had, and that said division, on the date hereof, has made and filed a report containing its findings of fact and conclusions thereon, which said report is hereby referred to and made a part hereof:

It is ordered, That rates of payment for the transportation of mail matter by the aforesaid railway common carriers be, and they are hereby, established as fair and reasonable rates to be received on and after January 22, 1925, as follows:

For each mile of service by a—	For railroads over 100 miles in length	For separately operated railroads not exceeding 100 miles in length and not less than 50 miles in length	For separately operated railroads less than 50 miles in length
	Cents	*Cents*	*Cents*
30-foot apartment car	37.50	45.00	66.25
15-foot apartment car	25.00	30.00	37.50
7-foot storage space	11.25	13.50	16.875
3-foot storage space	6.25	7.50	9.375
7-foot closed-pouch space	12.50	15.00	18.75
3-foot closed-pouch space	7.50	9.00	11.25

and, further, that the minimum payment on any mail route upon said lines, over any part of which mail is transported not less than six days a week, shall be $125 per mile per annum.

It is further ordered, That the provisions of the orders entered in this proceeding on December 23, 1919, June 13, 1921, November 18, 1921, and May 18, 1922, except as herein modified shall remain in full force and effect.

At a session of the Interstate Commerce Commission, division 1, held at its office in Washington, D. C., on the 7th day of February, A. D. 1925. No. 9200. Railway mail pay

It appearing, That by order entered September 30, 1916, the commission instituted a proceeding of inquiry and investigation herein under section 5 of the act approved July 28, 1916, 39 Stat. 412, 425–431, and subsequently by orders entered herein December 23, 1919, June 13, 1921, November 18, 1921, and May 18, 1922, prescribed, among other things, the fair and reasonable rates of payment for transportation of mail matter of the United States by railroads subject to the said act of July 28, 1916, and

It further appearing, That pursuant to the provisions of the said act, the Woodstock Railway Co. and the White River Railroad Co., railway common

carriers engaged in transporting the mails, applied for a reexamination, and the commission, by order entered herein on September 17, 1924, reopened the proceeding for reexamination with respect only to the facts and circumstances surrounding the transportation of the mails and the services connected therewith upon the lines of the said applicants, and

It further appearing, That a full investigation of the matters and things involved has been had and that said division on the date hereof has made and filed a report containing its findings of fact and conclusions thereon, which said report is hereby referred to and made a part hereof:

It is ordered, That the rates of payment for the transportation of mail matter by the said applicants be, and it is hereby, established as the fair and reasonable rate to be received on and after February 7, 1925, as follows: For each mile of service by a three-foot closed-pouch space, 7.5 cents; and the minimum payment of any mail route upon said lines, over any part of which mail is transported not less than six days a week, shall be $84 per mile per annum.

It is further ordered, That the provisions of the orders entered in this proceeding on December 23, 1919, June 13, 1921, November 18, 1921, and May 18, 1922, except as herein modified, shall remain in full force and effect.

At a session of the Interstate Commerce Commission, division 1, held at its office in Washington, D. C., on the 8th day of June, A. D. 1925. No. 9200. Railway mail pay

Upon further consideration of the record in this proceeding and the order entered herein on January 22, 1925, establishing fair and reasonable rates to be received on and after January 22, 1925, for the transportation of mail matter by the railway common carriers named in the next succeeding paragraph hereof, and of the petition of the Postmaster General filed April 25, 1925, for an additional finding and supplemental order with respect to the fair and reasonable rates for the transportation by said carriers of 15-foot closed-pouch units of space:

It is ordered, That the rates of payment for the transportation of mail matter by the Bingham & Garfield Railway Co., California Western Railroad & Navigation Co., Great Southern Railroad Co., Indian Valley Railroad Co., Lake Tahoe Railway & Transportation Co., McCloud River Railroad Co., Nevada Central Railroad Co., Nevada County Narrow Gauge Railroad Co., Nevada Northern Railway Co., Pacific & Idaho Northern Railway Co., Quincy Railroad Co., Ray & Gila Valley Railroad Co., Sacramento Valley & Eastern Railway Co., San Diego & Arizona Railway Co., San Luis Southern Railway Co., Sierra Railway Co. of California, Spokane International Railway Co., Sumpter Valley Railway Co., The Colorado, Wyoming & Eastern Railway Co., The Nevada Copper Belt Railroad Co., Washington, Idaho & Montana Railway Co., Yreka Railroad Co., and Yosemite Valley Railroad Co., for each mile of service by a 15-foot closed-pouch space be, and they are hereby, established as fair and reasonable rates to be received on and after July 1, 1925, as follows:

For railroads over 100 miles in length, 25 cents; for separately operated railroads not exceeding 100 miles in length and not less than 50 miles in length, 30 cents; for separately operated railroads less than 50 miles in length, 37½ cents.

At a session of the Interstate Commerce Commission, division 1, held at its office in Washington, D. C., on the 26th day of September, A. D. 1925. No. 9200. Railway mail pay

Upon further consideration of the record in this proceeding and the order entered herein on January 22, 1925, establishing fair and reasonable rates to be received on and after January 22, 1925, for the transportation of mail matter by the railway common carriers named in the next succeeding paragraph hereof, and of the petition of the Postmaster General filed September 3, 1925, for an additional finding and supplemental order with respect to the fair and reasonable rates for the transportation by said carriers of 15-foot and 30-foot units of storage space:

It is ordered, That the rates of payment for the transportation of mail matter by the Bingham & Garfield Railway Co., California Western Railroad & Navigation Co., Great Southern Railroad Co., Indian Valley Railroad Co., Lake Tahoe Railway & Transportation Co., McCloud River Railroad Co., Nevada Central Railroad Co., Nevada County Narrow Gauge Railroad Co., Nevada Northern Railway Co., Pacific & Idaho Northern Railway Co., Quincy Railroad Co., Ray & Gila Valley Railroad Co., Sacramento Valley & Eastern Railway Co., San Diego & Arizona Railway Co., San Luis Southern Railway Co., Sierra Railway Co. of California, Spokane International Railway Co., Sumpter Valley Railway Co., The Colorado, Wyoming & Eastern Railway Co., The Nevada

Copper Belt Railroad Co., Washington, Idaho & Montana Railway Co., Yreka Railroad Co., and Yosemite Valley Railroad Co., in the units of space described, be, and they are hereby, established as fair and reasonable rates to be received on and after October 15, 1925, as follows:

For each mile of service by a—	For railroads over 100 miles in length	For separately operated railroads not exceeding 100 miles in length and not less than 50 miles in length	For separately operated railroads less than 50 miles in length
	Cents	*Cents*	*Cents*
30-foot storage space	37.5	45	56.25
15-foot storage space	20	24	30

At a session of the Interstate Commerce Commission, division 1, held at its office in Washington, D. C., on the 8th day of December A. D. 1925. No. 9200. Railway mail pay

It appearing, That upon petitions filed by the Postmaster General and the carriers named in the orders hereinafter specified, this proceeding was reopened for further argument with respect to certain findings made therein affecting rates for the periods from the dates the carriers filed their respective applications for reexamination to the dates increased rates were established by said orders.

And it further appearing, That the matters involved have been duly heard and submitted by the parties and that the commission has on the date hereof made and filed a report on reargument containing its findings and conclusions thereon which said report is hereby referred to and made a part hereof:

It is ordered, That the rates established by the order entered in this proceeding on December 13, 1923, as the rates of pay to be received for the transportation of mail matter by the carriers named in that order be, and they are hereby, established as the fair and reasonable rates for the period from February 25, 1921, to December 13, 1923, with respect to the said carriers.

It is further ordered, That the rates established by the order entered in this proceeding on January 22, 1925, as the rates of pay to be received for the transportation of mail matter by the carriers named in that order be, and they are hereby, established as the fair and reasonable rates for the period from June 30, 1921, to January 22, 1925, with respect to the said carriers.

It is further ordered, That the rates established by the order entered in this proceeding on February 7, 1925, as the rates of pay to be received for the transportation of mail matter by the Woodstock Railway Co. and the White River Railroad Co., the carriers named in that order, be, and they are hereby, established as the fair and reasonable rates for the period from March 27, 1924, to February 7, 1925, with respect to the Woodstock Railway Co., and for the period from April 2, 1924, to February 7, 1925, with respect to the White River Railroad Co.

At a session of the Interstate Commerce Commission, division 1, held at its office in Washington, D. C., on the 25th day of February, 1926. No. 9200. Railway mail pay

It appearing, That pursuant to the provisions of section 5 of the act approved July 28, 1916 (39 Stat. 412, 425), the Canadian National Railway Co. (as lessee of the Grand Trunk New England lines, namely, Atlantic & St. Lawrence Railway and Norway Branch and Lewiston & Auburn Railway), and the Tonopah & Goldfield Railroad Co., railway common carriers engaged in transporting mail matter of the United States, filed their applications on October 25, 1924, and February 16, 1925, respectively, for reexamination of the facts and circumstances surrounding the transportation of mail upon their lines:

And it further appearing, That a full investigation of the matters and things involved has been had, and that said division, on the date hereof, has made and filed a report containing its findings of facts and conclusions thereon, which said report is hereby referred to and made a part hereof:

It is ordered, That the rates of pay for the transportation of mail matter fixed and determined by us and established by our order entered December 13, 1923, in Railway Mail Pay, 85 I. C. C. 157, for application to the New England lines named therein, be, and they are hereby, established as the fair and reasonable rates for the transportation of mail matter by the Canadian National Railway Co., lessee of the Grand Trunk New England lines, as specified in the first paragraph hereof, on and after October 25, 1924.

It is further ordered, That the rates of pay for the transportation of mail matter fixed and determined by us and established by our order entered January 22, 1925, in Railway Mail Pay, 95 I. C. C. 493, for application to intermountain and Pacific coast short lines named therein, be, and they are hereby established as the fair and reasonable rates for the transportation of mail matter by the Tonopah & Goldfield Railroad Co. on and after February 16, 1925.

It is further ordered, That rates established by the supplementary orders entered herein on June 7, 1925, and September 26, 1925, be, and they are hereby established as the just and reasonable rates to be received by the Tonopah & Goldfield Railroad Co. for the future for the units of space specified in said supplementary orders.

At a session of the Interstate Commerce Commission, division 1, held at its office in Washington, D. C., on the 24th day of April, A. D. 1926. No. 9200. Railway mail pay

It appearing, That pursuant to the provisions of section 5 of the act approved July 28, 1916, 39 Stat. 412, 425, the Alabama, Tennessee & Northern Railroad Corporation, a railway common carrier engaged in transporting mail matter of the United States, filed its application on May 25, 1925, for reexamination of the facts and circumstances surrounding the transportation of mail matter upon its line;

And it further appearing, That a full investigation of the matters and things involved has been had, and that the said division, on the date hereof, has made and filed a report containing its findings of fact and conclusions thereon, which said report is hereby referred to and made a part hereof;

It is ordered, That rates of payment for the transportation of mail matter by the Alabama, Tennessee & Northern Railroad Corporation be, and they are hereby, established as the fair and reasonable rates to be received for services on and after May 25, 1925, as follows:

For each mile of service:	*Cents*
By a 15-foot apartment car	25.00
By a 3-foot storage space	6.25
By a 3-foot, closed-pouch space	7.50

It is further ordered, That the provisions of the orders entered in this proceeding on December 23, 1919; June 13, 1921; November 18, 1921; and May 18, 1922; except as herein modified, shall remain in full force and effect.

At a general session of the Interstate Commerce Commission held at its office in Washington, D. C., on the 8th day of June, A. D. 1926. No. 9200. Railway mail pay

Upon consideration of applications filed by the Postmaster General for reconsideration of the orders entered in this proceeding on December 8, 1925, and February 25, 1926, establishing after reexamination, increased rates of pay for the transportation of mail by the carriers specified in the said orders, as of the dates the carriers filed their respective applications for such reexamination, and for good cause appearing:

It is ordered, That the said applications of the Postmaster General be, and they are hereby, denied.

At a session of the Interstate Commerce Commission, division 1, held at its office in Washington, D. C., on the 18th day of September, A. D. 1926. No. 9200. Railway mail pay

It appearing, That by order entered in this proceeding on December 13, 1923, the commission, by division 1, established fair and reasonable rates of pay for the transportation of mail matter by certain railway common carriers, including the Boston & Maine Railroad; that the Boston & Maine Railroad, prior to June 1, 1926, operated a line of railroad extending from Wells River in the town of Newbury, Vt., to Newport, Vt., and transported thereon mail matter at rates of pay established by the commission in the said order;

It further appearing, That the Canadian Pacific Railway Company, a railway common carrier not included in that order, acquired on June 1, 1926, by sublease, control of the aforesaid line of railroad and since that date has rendered

mail service thereon and is now rendering such service;

It is ordered, That the rates of pay established for the transportation of mail matter by the Boston & Maine Railroad over the line of railroad from Wells River, Vt., to Newport, Vt., be, and they are hereby, established as the fair and reasonable rates of pay for the transportation of mail matter over the said line by the Canadian Pacific Railway Co. on and after June 1, 1926.

At a session of the Interstate Commerce Commission, division 1, held at its office in Washington, D. C., on the 18th day of September, A. D. 1926. No. 9200. Railway mail pay

Upon further consideration of the record in the above-entitled proceeding and of a petition filed by the Springfield Terminal Railway Company for a ruling as to whether it is a separately operated railroad less than 50 miles in length within the meaning of the order entered in this proceeding on December 23, 1919, by which, among other things, rates of mail pay were fixed and established for such roads and upon answer of the Postmaster General to said petition, and it appearing that the Springfield Terminal Railway is a separately operated railroad within the meaning of the said order,

It is ordered, That the rates of mail pay established by the order of December 23, 1919, for separately operated railroads less than 50 miles in length, be, and they are hereby, established as the rates of pay to be received by the Springfield Terminal Railway Company for services rendered on and after March 1, 1926.

At a session of the Interstate Commerce Commission, division 1, held at its office in Washington, D. C., on the 5th day of January, A. D. 1927. No. 9200. Railway mail pay

It appearing, That pursuant to the provisions of section 5 of the act approved July 28, 1916, 39 Stat. 412, 425, the following railway common carriers engaged in transporting mail matter of the United States filed applications upon the dates stated for reexamination of the facts and circumstances surrounding the transportation of mail upon their lines: Utah Railway Co., March 5, 1925; Arcata & Mad River Railroad Co., Bullfrog Goldfield Railroad Co., Great Western Railway Co., Magma Arizona Railway Co., Midland Terminal Railway Co., Montana, Wyoming & Southern Railroad Co., Nevada-California-Oregon Railway, San Joaquin & Eastern Railroad Co., and Virginia & Truckee Railway Co., joint application filed March 9, 1925; Eureka-Nevada Railway Co., March 24, 1925; Trona Railway Co., May 4, 1925;

It further appearing, That a full investigation of the matters and things involved has been had and that said division, on the date hereof, has made and filed a report containing its findings of fact and conclusions thereon, which said report is hereby referred to and made a part hereof;

It is ordered, That rates of pay for the transportation of mail matter by the aforesaid railway common carriers be, and they are hereby, established as the fair and reasonable rates to be received on or after the dates the carriers filed their respective applications for reexamination, as follows:

For each mile of service by a—	For railroads over 100 miles in length	For separately operated railroads not exceeding 100 miles in length and not less than 50 miles in length	For separately operated railroads less than 50 miles in length
	Cents	*Cents*	*Cents*
30-foot apartment car	37.50	45.00	56.25
15-foot apartment car	25.00	30.00	37.50
7-foot storage space	11.25	13.50	16.875
3-foot storage space	6.25	7.50	9.375
7-foot closed-pouch space	12.50	15.00	18.75
3-foot closed-pouch space	7.50	9.00	11.25

and, further, that the minimum payment on any mail route upon said lines, over any part of which mail is transported not less than six days a week, shall be $125 per mile per annum.

It is further ordered, That the provisions of the orders entered in this proceeding on December 23, 1919, June 13, 1921, November 18, 1921, and May 18, 1922, except as herein modified, shall remain in full force and effect.

At a session of the Interstate Commerce Commission, division 1, held at its office in Washington, D. C., on the 27th day of January, A. D. 1927. No. 9200. Railway mail pay

Upon further consideration of the record in this proceeding and the order entered herein on January 5, 1927, establishing fair and reasonable rates of pay for the transportation of mail matter by the Utah Railway Co., Arcata & Mad River Railroad Co., Bullfrog Goldfield Railroad Co., Great Western Railway Co., Magma Arizona Railway Co., Midland Terminal Railway Co., Montana, Wyoming & Southern Railroad Co., Nevada-California-Oregon Railway, San Joaquin & Eastern Railroad Co., Virginia & Truckee Railway Co., Eureka-Nevada Railway Co., and Trona Railway Co., and for good cause appearing:

It is ordered, That the said order of January 5, 1927, be, and it is hereby, amended by adding to the third paragraph thereof the following:

For each mile of service by a—	For railroads over 100 miles in length	For separately operated railroads not exceeding 100 miles in length and not less than 50 miles in length	For separately operated railroads less than 50 miles in length
	Cents	*Cents*	*Cents*
30-foot storage space	37.5	45	56.25
15-foot storage space	20	24	30
15-foot closed-pouch space	25	30	37.5

At a session of the Interstate Commerce Commission division 1, held at its office in Washington, D. C., on the 17th day of February, A. D. 1927. No. 9200. Railway mail pay

It appearing, That by order entered in this proceeding on December 13, 1923, the commission, by Division 1, established fair and reasonable rates of pay for the transportation of mail matter by certain railway common carriers, including the Boston & Maine Railroad; that the Boston & Maine Railroad, prior to June 1, 1926, operated a line of railroad extending from Derby Line, Vt., to Newport, Vt., and transported thereon mail matter at rates of pay established by the commission in said order;

It further appearing, That the Quebec Central Railway Co., a subsidiary of the Canadian Pacific Railway Co., a railway common carrier not included in that order, acquired on June 1, 1926, by sublease, control of the aforesaid line of railroad, and since that date has rendered mail service thereon and is now rendering such service;

It is ordered, That the rates of pay established for the transportation of mail matter by the Boston & Maine Railroad over the line of railroad from Derby Line, Vt., to Newport, Vt., be, and they are hereby, established as the fair and reasonable rates of pay for the transportation of mail matter over the said line by the Quebec Central Railway Co. on and after June 1, 1926.

At a session of the Interstate Commerce Commission, division 1, held at its office in Washington, D. C., on the 2d day of March, A. D. 1927. No. 9200. Railway mail pay

It appearing, That pursuant to the provisions of section 5 of the act approved July 28, 1916, 39 Stat. 412, 425, the Winston-Salem Southbound Railway Co., a railway common carrier engaged in transporting mail matter of the United States filed its application on April 25, 1925, for reexamination of the facts and circumstances surrounding the transportation of mail upon its line;

It further appearing, That a full investigation of the matters and things involved has been had, and that said division on the date hereof has made and filed a report containing its findings of fact and conclusions thereon, which said report is hereby referred to and made a part hereof;

It is ordered, That the rates of pay for the transportation of mail matter by the Winston-Salem Southbound Railway Co. be, and they are hereby, established as the fair and reasonable rates to be received on and after April 25, 1925, as

follows: For each mile of service by a 15-foot apartment car, 18.75 cents; for each mile of service by a 3-foot closed-pouch space, 5.625 cents.

It is further ordered, That the provisions of the orders entered in this proceeding on December 23, 1919, June 13, 1921, November 18, 1921, and May 18, 1922, except as herein modified, shall remain in full force and effect.

At a session of the Interstate Commerce Commission, division 1, held at its office in Washington, D. C., on the 6th day of July, A. D. 1927. No. 9200. Railway mail pay

Upon consideration of the petition of the Postmaster General for a reconsideration of the decision and order granting increased rates to the Winston-Salem Southbound Railway Company, and for an order consolidating it with the general Railway Mail Pay Case, and the answer thereto filed by the carrier:

It is ordered, That the petition be, and it is hereby denied.

At a general session of the Interstate Commerce Commission, held at its office in Washington, D. C., on the 11th day of July, A. D. 1927. No. 9200. Railway mail pay

In the Matter of the application of Certain Inter-Mountain and Pacific Coast Short Line Railroads for Increased Rates of Pay.

Upon consideration of the record in the above entitled proceeding, and the petition of the Postmaster General for a rehearing and for a revised finding as to the fair and reasonable rates for the transportation of the mails and for permission to submit certain evidence, and answer thereto filed by certain carriers:

It is ordered, That the petition for rehearing be, and it is hereby, granted.

At a session of the Interstate Commerce Commission, division 5, held at its office in Washington, D. C., on the 12th day of March, A. D. 1928. No. 9200. Railway mail pay

Upon consideration of petition filed February 2, 1928, by certain short-line railroads in inter-mountain and Pacific coast territory for further hearing and reconsideration of the decision made with respect to rates of mail pay upon their lines in *Railway Mail Pay*, 120 I. C. C. 439, and answer thereto by the Postmaster General, and for good cause appearing:

It is ordered, That the said petition be, and it is hereby, granted with respect to the Arizona Southern Railroad, Central Railroad of Oregon, Death Valley Railroad, Holton Interurban Railway, Amador Central Railroad, Mount Hood Railroad, New Mexico Central Railway, and Tonopah & Tidewater Railroad.

It is further ordered, That in all other respects said petition be, and it is hereby, denied.

At a general session of the Interstate Commerce Commission, held at its office in Washington, D. C., on the 10th day of July, A. D. 1928. No. 9200. Railway mail pay

It appearing, That by order entered in this proceeding on December 23, 1919, under the provisions of the act of July 28, 1916, 39 Stat. 412, 425–431, and orders amendatory thereof, the commission fixed and determined the fair and reasonable rates and compensation for the transportation of mail matter of the United States and the service connected therewith by railway common carriers subject to the said act:

It further appearing, That upon petitions for reexamination filed in accordance with the provisions of the said act by certain railway common carriers and upon answer thereto by the Postmaster General, the commission, by order entered herein on July 24, 1925, reopened this proceeding for reexamination with respect to the facts and circumstances surrounding the transportation of mail matter of the United States and the service connected therewith by all railway common carriers subject to the said act:

And it further appearing, That a full investigation of the matters and things involved has been had, and that the commission, on the date hereof, has made and filed a report containing its findings of fact and conclusions thereon, which said report is hereby referred to and made a part hereof:

It is ordered:

1. (*a*) That compensation for the transportation of mail matter by railway common carriers subject to the said act, except the carriers included in paragraph (*b*) hereof, be, and it is hereby, established as the fair and reasonable compensation to be received for such transportation and service connected therewith on and after the dates the carriers filed their respective applications for reexamination, or, where such applications were not filed, on and after July 24, 1925, to and including July 31, 1928, as follows: 15 per cent in addition to the compensation paid or accrued at the established rates in effect during said periods, except that the fair and reasonable compensation to be received by separately operated railroads not exceeding 100 miles in length is 80 per cent in addition to the compensation paid or accrued at the established rates for such roads during said periods, and except, further, that the fair and reasonable compensation to be received by the Woodstock Railway Co. and the White River Railroad Co. is 33⅓ per cent in addition to the compensation paid or accrued at the rates in effect for service on said roads during said period or periods.

(*b*) The compensation established in the preceding paragraph shall not apply to carriers whose rates of pay for service in said periods were fixed by contract with the Postmaster General; nor to carriers whose rates of pay were established in Railway Mail Pay, 123 I. C. C. 33, 120 I. C. C. 439, 112 I. C. C. 151, and 95 I. C. C. 493, nor to the Tonopah & Goldfield Railroad, the Denver & Salt Lake Railroad, and the International Railway of Maine.

2. That the fair and reasonable rates of pay to be received for the transportation of mail matter and the service connected therewith on and after August 1, 1928, by the said carriers included in paragraph 1 (a), except those included in paragraphs 3 and 4 hereof, be, and they are hereby, established as follows:

For each mile of service by—	Rate	For each mile of service by—	Rate
	Cents		*Cents*
60-foot railway post-office car	39.00	15-foot storage space	13.00
30-foot apartment car	21.50	12-foot storage space	11.00
15-foot apartment car	14.50	9-foot storage space	8.75
70-foot storage car	47.00	6-foot storage space	6.25
60-foot storage car	40.50	3-foot storage space	3.50
30-foot storage space	21.50	15-foot closed-pouch space	14.50
27-foot storage space	20.00	12-foot closed-pouch space	12.50
24-foot storage space	18.50	9-foot closed-pouch space	10.25
21-foot storage space	16.75	6-foot closed-pouch space	7.50
18-foot storage space	15.00	3-foot closed-pouch space	4.50

Provided, That the minimum payment on any mail route, over any part of which mail is transported not less than six days a week shall be $72 per mile per annum.

3. That the fair and reasonable rates of pay to be received for the transportation of mail matter and the service connected therewith on and after August 1, 1928, by the Bangor & Aroostook Railroad Co., Boston & Albany Railroad (New York Central Railroad Co., lessee), Boston & Maine Railroad, Central New England Railway Co., Central Vermont Railway Co., Maine Central Railroad Co., Montpelier & Wells River Railroad,[1] The New York, New Haven & Hartford Railroad Co., Rutland Railroad Co., St. Johnsbury & Lake Champlain Railroad Co.,[1] York Harbor and Beach Railroad Co., Canadian Pacific Railway (Wells River, Vt., to Newport, Vt.), Quebec Central Railway Co., Newport &

For each mile of service by—	Rate	For each mile of service by—	Rate
	Cents		*Cents*
60-foot railway post-office car	52.50	15-foot storage space	17.75
30-foot apartment car	29.50	12-foot storage space	15.00
15-foot apartment car	19.50	9-foot storage space	12.00
70-foot storage car	63.00	6-foot storage space	8.25
60-foot storage car	54.00	3-foot storage space	4.50
30-foot storage space	29.50	15-foot closed-pouch space	19.50
27-foot storage space	27.25	12-foot closed-pouch space	17.00
24-foot storage space	25.00	9-foot closed-pouch space	14.00
21-foot storage space	22.75	6-foot closed-pouch space	10.00
18-foot storage space	20.25	3-foot closed-pouch space	6.00

[1] Montpelier & Wells River Railroad and St. Johnsbury & Lake Champlain Railroad Co. were stricken from this order and new rates authorized for those railroads by the order of the Interstate Commerce Commission of July 3, 1930.

Richford Railroad, Canadian National Railway Co. (Grand Trunk New England Lines), be and they are hereby, established as follows: [See table, foot of page 31.]

Provided, That the minimum payment on any mail route, over any part of which mail is transported not less than six days a week, shall be $96.50 per mile per annum.

4. That the fair and reasonable rates of pay to be received for the transportation of mail matter and the service connected therewith on and after August 1, 1928, by separately operated railroads, not exceeding 100 miles in length, included in paragraph numbered 1 (a) be, and they are hereby established as follows:

For each mile of service by—	(a) Separately operated railroads 50 to 100 miles in length	(b) Separately operated railroads less than 50 miles in length	For each mile of service by—	(a) Separately operated railroads 50 to 100 miles in length	(b) Separately operated railroads less than 50 miles in length
	Cents	*Cents*		*Cents*	*Cents*
60-foot railway post office	73.00	91.00	15-foot storage space	24.50	30.75
30-foot apartment car	40.50	50.50	12-foot storage space	20.75	26.00
15-foot apartment car	27.00	34.00	9-foot storage space	16.50	20.50
70-foot storage car	88.00	110.50	6-foot storage space	11.75	14.75
60-foot storage car	75.50	94.50	3-foot storage space	7.00	8.50
30-foot storage space	40.50	50.50	15-foot closed-pouch space	27.00	34.00
27-foot storage space	37.75	47.00	12-foot closed-pouch space	23.00	28.75
24-foot storage space	35.00	43.50	9-foot closed-pouch space	18.25	23.00
21-foot storage space	31.75	39.50	6-foot closed-pouch space	13.25	16.75
18-foot storage space	28.25	35.25	3-foot closed-pouch space	8.00	10.00

Provided, That the minimum payment on any mail route over any part of which mail is transported not less than six days a week shall be $112.50 per mile per annum.

It is further ordered, That with respect to the carriers included in this proceeding upon reexamination, the provisions of the third paragraph of section 4, and the provisions of sections 5, 6, and 8 of the order entered December 23, 1919, as amended, be and they are hereby, changed to read as follows:

4. In computing the miles of service of a storage car or lesser storage-space unit, the maximum space authorized in either direction of a round-trip car run shall be regarded as the space to be computed in both directions unless any part of the car containing such unit be used by the railroad company in the return movement.

5. All regular authorizations for full railway postal cars, apartment railway post-office cars, and full storage cars may be discontinued, in accordance with the needs of the service to established railway passenger or freight division points or junctions at which the train is scheduled to stop.

Regular authorizations of lesser closed-pouch and storage units shall not be changed en route at other than junction or division points, but they may begin at the point where closed-pouch or storage space becomes necessary and may be terminated at the point where the last mails are dispatched.

For the purpose of making changes in authorizations in lesser units of closed-pouch and storage space, a "junction" will be considered to be a point where two railroad lines of the same or of different companies cross or diverge, and at which mails are regularly received or dispatched by any train.

The same regular lesser unit of closed-pouch and storage space shall be authorized on every day of the week upon which closed-pouch and storage mails are carried in lesser units.

6. All units of emergency space needed to supplement regular authorizations shall be 3, 6, 9, 12, 15, 18, 21, 24, 27, or 30 feet without duplication or grouping, and such units may be discontinued, increased, or decreased at any point where a fluctuation in the volume of mail carried requires a change from one unit to another.

8. Whenever a regular authorization of less than 30 feet is exceeded on more than 50 per cent of the trips in any calendar month the appropriate higher unit shall be authorized. Whenever a regular authorization of 30 feet of storage space is exceeded under like condition a full storage car of the appropriate length of 60 or 70 feet shall be authorized on the days of the week on which the 30-foot unit is exceeded on more than 50 percent of the trips on such days. A regular authorization may be reduced to the appropriate smaller unit which would have accommodated the mails on more than 50 percent of the trips in any calendar month. This rule will not apply to the month of December.

It is further ordered, That the provisions of the order entered on December 23, 1919, as amended, except as herein modified, shall remain in full force and effect.

And it is further ordered, That a copy of this order be served upon the Postmaster General, and all carriers by railroad subject to the act of July 28, 1916.

At a session of the Interstate Commerce Commission, division 5, held at its office in Washington, D. C., on the 9th day of February, A. D. 1929. No. 9200. Railway mail pay

It appearing, That upon petitions filed by the Postmaster General and by certain railway common carriers under the provisions of the act of July 28, 1916, 39 Stat. 412, 39 U. S. Code 553, and answers thereto, the commission entered its several orders by which this proceeding was reopened for reexamination and further hearing with respect to the facts and circumstances surrounding the transportation of mail matter of the United States and the services connected therewith by certain railway common carriers named in said orders;

It further appearing, That a full investigation of the matter and things involved has been had, and that said division, on the date hereof, has made and filed a report containing its findings of fact and conclusions thereon, which said report is hereby referred to and make a part thereof:

It is ordered:

1. That rates of pay for the transportation of mail matter by the Denver & Salt Lake Railway Co. be, and they are hereby, established as the fair and reasonable rates to be received for such transportation and service connected therewith from August 1, 1927, to February 28, 1929, both inclusive, as follows:

For each mile of service by a—	Rate	For each mile of service by a—	Rate
	Cents		*Cents*
30-foot apartment car	30	7-foot storage space	9
60-foot storage car	56	3-foot storage space	5
15-foot storage space	16		

2. That the fair and reasonable rates of pay to be received for the transportation of mail matter and the service connected therewith on and after March 1, 1929, by the Denver & Salt Lake Railway Co., be, and they are hereby, established as follows:

For each mile of service by a—	Rate	For each mile of service by a—	Rate
	Cents		*Cents*
60-foot railway post-office car	54.00	12-foot storage space	16.00
30-foot apartment car	30.00	9-foot storage space	13.00
15-foot apartment car	20.00	6-foot storage space	9.00
60-foot storage car	56.00	3-foot storage space	5.00
30-foot storage space	30.00	15-foot closed-pouch space	20.00
27-foot storage space	28.00	12-foot closed-pouch space	17.00
24-foot storage space	26.00	9-foot closed-pouch space	14.00
21-foot storage space	23.75	6-foot closed-pouch space	10.00
18-foot storage space	21.25	3-foot closed-pouch space	6.00
15-foot storage space	18.75		

3. That the fair and reasonable rates of pay to be received for the transportation of mail matter and the service connected therewith on and after March 1, 1929, by the Bingham & Garfield Railway Co., California Western Railroad & Navigation Co., Great Southern Railroad Co., Indian Valley Railroad Co., McCloud River Railroad Co., Nevada Central Railroad Co., Nevada County Narrow Gauge Railroad Co., Nevada Northern Railway Co., Pacific & Idaho Northern Railway Co., Quincy Railroad Co., Ray & Gila Valley Railroad Co., Sacramento Valley & Eastern Railway Co., San Diego & Arizona Railway Co., San Luis Valley Southern Railway Co., Sierra Railway Co. of California, Spokane International Railway Co., Sumpter Valley Railway Co., Laramie, North Park & Western Railroad Co., The Nevada Copper Belt Railroad Co., Washington, Idaho & Montana Railway Co., Yreka Railroad Co., Yosemite Valley Railroad Co., Utah Railway Co., Arcata & Mad River Railroad Co., Bullfrog Goldfield Railroad Co., Great Western Railway Co., Magma Arizona Railway Co., Midland Terminal Railway Co., Montana, Wyoming & Southern Railroad Co., Nevada-California-Oregon Railway, San Joaquin & Eastern Railroad Co., Virginia & Truckee Railway Co., Eureka-Nevada

Railway Co., and Trona Railway Co. be, and they are hereby, established as follows:

For each mile of service by a—	For railroads over 100 miles in length	For separately operated railroads not exceeding 100 miles in length and not less than 50 miles in length	For separately operated railroads less than 50 miles in length
	Cents	*Cents*	*Cents*
60-foot railway post-office car	67.50	81.00	101.25
30-foot apartment car	37.50	45.00	56.25
15-foot apartment car	25.00	30.00	37.50
70-foot storage car	81.50	98.00	122.50
60-foot storage car	70.00	84.00	105.00
30-foot storage space	37.50	45.00	56.25
27-foot storage space	35.00	42.00	52.50
24-foot storage space	32.25	38.75	48.25
21-foot storage space	29.25	35.00	44.00
18-foot storage space	26.25	31.50	39.50
15-foot storage space	22.75	27.25	34.00
12-foot storage space	19.00	22.75	28.25
9-foot storage space	15.00	18.00	22.25
6-foot storage space	10.75	13.00	16.00
3-foot storage space	6.25	7.50	9.50
15-foot closed-pouch space	25.00	30.00	37.50
12-foot closed-pouch space	21.00	25.50	31.50
9-foot closed-pouch space	17.00	20.50	25.50
6-foot closed-pouch space	12.50	15.00	18.75
3-foot closed-pouch space	7.50	9.00	11.25

4. That the fair and reasonable rates of pay to be received for the transportation of mail matter and the service connected therewith, on and after March 1, 1929, by the Amador Central Railroad, Mount Hood Railroad, New Mexico Central Railway, Tonopah & Tidewater Railroad, Deep Creek Railroad, Arizona Southern Railroad, Central Railroad of Oregon, Death Valley Railroad, and Holton Inter-Urban Railway be, and they are hereby, established as follows:

For each mile of service by a—	For railroads over 100 miles in length	For separately operated railroads not exceeding 100 miles in length and not less than 50 miles in length	For separately operated railroads less than 50 miles in length
	Cents	*Cents*	*Cents*
60-foot railway post-office car	33.75	40.50	50.50
30-foot apartment car	18.75	22.50	28.25
15-foot apartment car	12.50	15.00	18.75
70-foot storage car	41.00	49.00	61.25
60-foot storage car	35.00	42.00	52.50
30-foot storage space	18.75	22.50	28.25
27-foot storage space	17.75	21.25	26.75
24-foot storage space	16.75	20.00	25.25
21-foot storage space	15.50	18.50	23.25
18-foot storage space	14.00	17.00	21.00
15-foot storage space	12.25	14.75	18.50
12-foot storage space	10.25	12.50	15.25
9-foot storage space	8.25	10.00	12.00
6-foot storage space	5.75	7.00	8.50
3-foot storage space	3.25	3.75	4.75
15-foot closed-pouch space	12.50	15.00	18.75
12-foot closed-pouch space	10.75	13.00	16.25
9-foot closed-pouch space	8.75	10.50	13.25
6-foot closed-pouch space	6.50	7.75	9.75
3-foot closed-pouch space	3.75	4.50	5.75

5. That, with respect to the carriers named in the foregoing paragraphs numbered 2, 3, and 4, the provisions of the third paragraph of section 4 and the provisions of sections 5, 6, and 8 of the order entered on December 23, 1919, as amended, be, and they are hereby, modified, effective March 1, 1929, to read as follows:

4. In computing the miles of service of a storage car or lesser storage space unit, the maximum space authorized in either direction of a round-trip car run shall be regarded as the space to be computed in both directions unless any part of the car containing such unit be used by the railroad company in the return movements.

5. All regular authorization for full railway postal cars, apartment railway post office cars, and full storage cars my be discontinued, in accordance with the needs of the service at established railway passenger or freight division points or junctions at which the train is scheduled to stop.

Regular authorizations of lesser closed-pouch and storage units shall not be changed en route at other than junction or division points, but they may begin at the point where closed-pouch or storage space becomes necessary and may be terminated at the point where the last mails are dispatched.

For the purpose of making changes in authorizations in lesser units of closed-pouch and storage spaces, a "junction" will be considered to be a point where two railroad lines of the same or of different companies cross or diverge, and at which mails are regularly received or dispatched by any train.

The same regular lesser unit of closed-pouch and storage space shall be authorized on every day of the week upon which closed-pouch and storage mails are carried in lesser units.

6. All units of emergency space needed to supplement regular authorizations shall be 3, 6, 9, 12, 15, 18, 21, 24, 27, or 30 feet without duplication or grouping, and such units may be discontinued, increased, or decreased at any point where a fluctuation in the volume of mail carried requires a change from one unit to another.

8. Whenever a regular authorization of less than 30 feet is exceeded on more than 50 percent of the trips in any calendar month the appropriate higher unit shall be authorized. Whenever a regular authorization of 30 feet of storage space is exceeded under like condition a full storage car of the appropriate length of 60 or 70 feet shall be authorized on the days of the week on which the 30-foot unit is exceeded on more than 50 percent of the trips on such days. A regular authorization may be reduced to the appropriate smaller unit which would have accommodated the mails on more than 50 percent of the trips in any calendar month. This rule will not apply to the month of December.

It is further ordered, That the provisions of the orders entered on December 23, 1919, January 22, 1925, and January 5, 1927, except as herein modified, shall remain in full force and effect.

At a session of the Interstate Commerce Commission, division 5, held at its office in Washington, D. C., on the 27th day of April A. D. 1929. No. 9200. Railway mail pay

Upon further consideration of the record in the above-entitled proceedings:

It appearing, That the commission in Railway Mail Pay, 144 I. C. C. 675, and 151 I. C. C. 734, by orders entered July 10, 1928, and February 9, 1929, respectively, established additional units of space, graded in steps of 3 feet, for the transportation of mail in lieu of units theretofore established and established rates therefor and also amended certain provisions of its order in this proceeding entered December 23, 1919, and

It further appearing, That the Postmaster General filed a petition on March 16, 1929, requesting that the amended provisions of the said order of December 23, 1919, and the additional units of space and rates therefor, be established for the transportation of mail matter by the Alabama, Tennessee & Northern Railroad Corporation, the International Railway Company of Maine, subsidiary of the Canadian Pacific Railway Company, the Tonopah & Goldfield Railroad Company, and the Winston-Salem Southbound Railway Company.

It further appearing, That the common carriers above named have consented to the taking of action by the commission in accordance with the prayer of said petition;

It is ordered:

1. That the rates established in section 3 of the order entered February 9, 1929, be, and they are hereby, established as the fair and reasonable rates to be received on and after May 1, 1929, for the transportation of mail matter by the Alabama, Tennessee & Northern Railroad Corpontion and the Tonopah & Goldfield Railroad Company, and, further, that the minimum payment on any mail route upon said lines over any part of which mail is transported not less than six days a week, shall be $125 per mile per annum.

2. That the rates of pay established in section 4 of the order entered February 9, 1929, be, and they are hereby, established as the fair and reasonable rates to be received, on and after May 1, 1929, for the transportation of mail matter by the International Railway Company of Maine, and, further, that the minimum payment on any mail route upon said line, over any part of which mail is transported not less than six days a week, shall be $62.50 per mile per annum.

3. That the rates of pay for the transportation of mail matter to be received, on and after May 1, 1929, by the Winston-Salem Southbound Railway Co., be, and they are hereby, established as follows:

For each mile of service by a—	Rate	For each mile of service by a—	Rate
	Cents		*Cents*
60-foot railway post-office car	50.50	15-foot storage space	18.50
30-foot apartment car	28.25	12-foot storage space	15.25
15-foot apartment car	18.75	9-foot storage space	12.00
70-foot storage car	61.25	6-foot storage space	8.50
60-foot storage car	52.50	3-foot storage space	4.75
30-foot storage space	28.25	15-foot closed-pouch space	18.75
27-foot storage space	26.75	12-foot closed-pouch space	16.25
24-foot storage space	25.25	9-foot closed-pouch space	13.25
21-foot storage space	23.25	6-foot closed-pouch space	9.75
18-foot storage space	21.00	3-foot closed-pouch space	5.75

4. That, with respect to the carriers named in the foregoing paragraphs numbered 1, 2, and 3, the provisions of the third paragraph of section 4 and the provisions of sections 5, 6, and 8 of the order entered on December 23, 1919, as amended, be, and they are hereby modified, effective May 1, 1929, to read as follows:

4. In computing the miles of service of a storage car or lesser storage-space unit, the maximum space authorized in either direction of a round-trip car run shall be regarded as the space to be computed in both directions unless any part of the car containing such unit be used by the railroad company in the return movement.

5. All regular authorizations for full railway postal cars, apartment railway post-office cars, and full storage cars may be discontinued, in accordance with the needs of the service, at established railway passenger or freight division points or junctions at which the train is scheduled to stop.

Regular authorizations of lesser closed-pouch and storage units shall not be changed en route at other than junction or division points, but they may begin at the point where closed-pouch or storage space becomes necessary and may be terminated at the point where the last mails are dispatched.

For the purpose of making changes in authorizations in lesser units of closed-pouch and storage space, a "junction" will be considered to be a point where two railroad lines of the same or of different companies cross or diverge, and at which mails are regularly received or dispatched by any train.

The same regular lesser unit of closed-pouch and storage space shall be authorized on every day of the week upon which closed-pouch and storage mails are carried in lesser units.

6. All units of emergency space needed to supplement regular authorizations shall be 3, 6, 9, 12, 15, 18, 21, 24, 27, or 30 feet without duplication or grouping, and such units may be discontinued, increased, or decreased at any point where a fluctuation in the volume of mail carried requires a change from one unit to another.

8. Whenever a regular authorization of less than 30 feet is exceeded on more than 50 percent of the trips in any calendar month the appropriate higher unit shall be authorized. Whenever a regular authorization of 30 feet of storage space is exceeded under like conditions a full storage car of the appropriate length of 60 or 70 feet shall be authorized on the days of the week on which the 30-foot unit is exceeded on more than 50 percent of the trips on such days. A regular authorization may be reduced to the appropriate smaller unit which would have accommodated the mails on more than 50 percent of the trips in any calendar month. This rule will not apply to the month of December.

It is further ordered, That the provisions of the orders entered in this proceeding on December 23, 1919, February 25, 1926, April 24, 1926, and March 2, 1927, except as herein modified, shall remain in full force and effect.

At a session of the Interstate Commerce Commission, division 5, held at its office in Washington, D. C., on the 3d day of July, A. D. 1930. No. 9200. Railway mail pay

It appearing, That upon petitions severally filed by the St. Johnsbury and Lake Champlain Railroad Company, Montpelier and Wells River Railroad Company, Tallulah Falls Railway Company, Joseph F. Gray, Receiver, Chicago, Springfield & St. Louis Railway Company, and Jacksonville & Havana Railroad

Company, common carriers by railroad engaged in transporting mail matter, and answers thereto, filed by the Postmaster General, there was brought in issue the matter of the classification of the said railroads as separately operated short lines not exceeding 100 miles of length within the meaning of the commission's order in Railway Mail Pay, 144 I. C. C. 675, entered July 10th, 1928:

It further appearing, That a full investigation of the matters and things involved has been had, and that said division on the date hereof, has made and filed a report containing its findings of fact and conclusions thereon, which said report is hereby referred to and made a part hereof.

It is ordered, That said railway common carriers be, and they are hereby, classified as separately operated railroads not exceeding 100 miles in length.

It is further ordered, That the fair and reasonable rates of pay to be received for the transportation of mail matter and the services connected therewith fixed and determined in Railway Mail Pay, 144 I. C. C. 675, for railroads so classified, and established in paragraph numbered 4 in the order entered therein on July 10, 1928, be, and they are hereby, established as fair and reasonable rates for the railroads specified herein for services rendered on and after the dates their respective applications for reexamination were filed in the said proceeding, or, on and after July 24, 1925, where no application was filed, except that said rates shall apply to the services rendered by the Montpelier and Wells River Railroad Company on and after January 1, 1926:

It is further ordered, That the paragraph numbered 3 in said order be, and it is hereby, amended by striking therefrom the names of the Montpelier and Wells River Railroad and St. Johnsbury & Lake Champlain Railroad Company.

And it is further ordered, That a copy of this order be served upon the Postmaster General and the railway common carriers named herein.

At a session of the Interstate Commerce Commission, division 5, held at its office in Washington, D. C., on the 12th day of June, A. D. 1931. No. 9200. Railway mail pay

It appearing, That upon application filed December 17, 1930, by the Illinois Terminal Company, a common carrier by railroad engaged in transporting mail matter, and answer thereto by the Postmaster General, there was brought in issue the reasonableness of the rates of pay for the transportation of mail matter by the said railroad and the classification of said railroad within the meaning of the act of July 28, 1916, 39 Stat. 412, and of the act of July 2, 1918, 40 Stat. 742;

It further appearing, That a full investigation of the matters and things involved has been had, and that said division, on the date hereof, has made and filed a report containing its findings of fact and conclusions thereon, which said report is hereby referred to and made a part hereof:

It is ordered, That the Illinois Terminal Company, be, and it is hereby, classified as a railway common carrier within the meaning of the said act of July 28, 1916.

It is further ordered, That the fair and reasonable rates of pay to be received for the transportation of mail matter and the services connected therewith established in Railway Mail Pay, 144 I. C. C. 675, by paragraph numbered 2 in the order entered therein on July 10, 1928, be, and they are hereby, established as the fair and reasonable rates to be received by the Illinois Terminal Company for services rendered on and after December 17, 1930.

And it is further ordered, That a copy of this order be served upon the Postmaster General and the Illinois Terminal Company.

At a session of the Interstate Commerce Commission, division 5, held at its office in Washington, D. C., on the 27th day of June, A. D. 1932. No. 9200. Railway mail pay

It appearing, That upon applications filed by Macon, Dublin & Savannah Railroad Company on May 21, 1931, by White Sulphur Springs & Yellowstone Park Railroad Company on June 23, 1931, and by Farmers' Grain and Shipping Company on September 28, 1931, said applicants being railway common carriers engaged in transporting mail matter, and answers thereto by the Postmaster General, there was brought in issue the question of the classification of said carriers as separately operated railroads not exceeding 100 miles in length within the meaning of the commission's reports and orders in Railway Mail Pay, 56 I. C. C. 1, 144 I. C. C. 675, and 165 I. C. C. 774:

It further appearing, That a full investigation of the matters and things involved has been had, and that said division on the date hereof, has made and filed a report containing its findings of fact and conclusions thereon, which said report is hereby referred to and made a part hereof.

It is ordered, That said railway common carriers be, and they are hereby, classified as separately operated railroads not exceeding 100 miles in length.

It is further ordered, That the fair and reasonable rates of pay to be received for the transportation of mail matter and the services connected therewith fixed and determined in Railway Mail Pay, 144 I. C. C. 675, for railroads so classified, and established in paragraph numbered 4 in the order entered therein on July 10, 1928, be, and they are hereby established as fair and reasonable rates for the railroads named herein for services rendered on and after the dates their respective applications were filed in this proceeding.

And it is further ordered, That a copy of this order be served upon the Postmaster General and the railway common carriers named herein.

At a general session of the Interstate Commerce Commission, held at its office in Washington, D. C., on the 3d day of October, A. D. 1933. No. 9200. Railway mail pay

In the matter of the application of Georgia & Florida Railroad Company for increased rates of pay.

Upon further consideration of the record in the above-entitled proceeding, and upon consideration of petition of applicant for reconsideration:

It is ordered, That the said petition be, and it is hereby, denied.

At a general session of the Interstate Commerce Commission, held at its office in Washington, D. C., on the 7th day of May, A. D. 1934. No. 9200. Railway mail pay

In the matter of application of the New Jersey and New York Railroad Company for classification as a separately operated carrier.

Upon further consideration of the record in the above-entitled proceeding, and upon consideration of petition of applicant for reconsideration by and argument before the entire Commission:

It is ordered, That the said petition be, and it is hereby, denied.

At a general session of the Interstate Commerce Commission, held at its office in Washington, D. C., on the 4th day of February, A. D. 1936. No. 9200. Railway mail pay

It appearing, That upon application filed April 1, 1931, by the Georgia & Florida Railroad, W. V. Griffin and W. H. Purvis, Receivers, a railway common carrier engaged in transporting mail matter, and answer thereto by the Postmaster General, the Commission by Division 5 after hearing entered its report and order thereon on May 10, 1933, and that thereafter the Commission by order entered March 12, 1935, reopened the proceeding for further hearing upon its own motion;

It further appearing, That a full investigation of the matters and things involved has been had and that the Commission, on the date hereof, has made and filed a report containing its findings of fact and conclusions thereon, which said report is hereby referred to and made a part hereof;

It is ordered, That the rates of pay for the transportation of mail matter established in *Railway Mail Pay*, 144 I. C. C. 675, for railroads over 100 miles in length be, and they are hereby established as fair and reasonable rates to be received by the applicant herein for services rendered on and after April 1, 1931.

And it is further ordered, That a copy of this order be served upon the Postmaster General and upon the said applicant.

At a session of the Interstate Commerce Commission, division 3, held at its office in Washington, D. C., on the 29th day of June, A. D. 1936. No. 9200. Railway mail pay

It appearing, That upon petition filed February 26, 1936, by the Piedmont and Northern Railway Company, a common carrier by railroad engaged in transporting mail matter, and answer thereto by the Postmaster General there was brought in issue the classification of said railroad within the meaning of the Act of July 28, 1916, 39 Stat. 412, U. S. Code, Title 39, section 542, and of the Act of July 2, 1918, 40 Stat. 742, U. S. Code, Title 39, section 570;

It further appearing, That a full investigation of the matter and things involved has been made and that the said division, on the date hereof, has made and filed a report containing its findings of fact and conclusions thereon, which said report is hereby referred to and made a part hereof;

It is ordered, That the Piedmont and Northern Railway Company be, and it hereby is, classified as a railway common carrier within the meaning of the said Act of July 28, 1916.

It is further ordered, That the fair and reasonable rates of pay to be received for the transportation of mail matter and the services connected therewith

established in Railway Mail Pay, 144 I. C. C. 675, by paragraph numbered 2 in the order entered therein on July 10, 1928, be, and they hereby are, established as the fair and reasonable rates to be received by the Piedmont and Northern Railway Company for services rendered on and after February 26, 1936.

And it is further ordered, That a copy of this order be served upon the Postmaster General and the Piedmont and Northern Railway Company.

SERVICE BY ELECTRIC RAILWAYS

Following are instructions and rulings in connection with orders of the Interstate Commerce Commission with reference to service by urban and interurban railway common carriers:

1. The basis for determining the units of space to be authorized for closed-pouch service shall be the count of pouches, sacks, and parcels as provided in paragraph 7 of the order of August 7, 1920.

2. Fifteen pieces of mail (pouches, sacks, or outside pieces, or of the respective classes combined) will be considered as equivalent to 30 cubic feet of space in authorizing service.

3. Where not more than 10 pouches, sacks, and parcels are regularly carried on a car constructed and run primarily for passenger service with no separate compartment for mail, baggage, or express, one "ten-bag" unit will be authorized. Where more than 10 and not more than 30 pieces are regularly carried, a 60-cubic-foot unit will be authorized; and where more than 30 pieces are regularly carried, the appropriate cubic-foot unit (in multiples of 30 cubic feet, based on 30 cubic feet for each 15 pieces of mail or fraction of that number) will be authorized. The space unit required to accommodate the mails "at any point on a mail route" will be the space to be authorized for the "authorized car run" in this class of service. For example: Where a 60-cubic-foot unit is necessary over part of the route, and a "10-bag" unit is sufficient over the remainder of the route on the same trip, the authorization will be issued for a 60-cubic-foot unit over the authorized car run of a given trip.

4. In baggage or express cars or in baggage and express compartments in passenger cars, units of service may be increased or decreased at any point on the car run as the requirements of the service may indicate. In other words, a 60-cubic-foot unit, or other larger unit, may be authorized over part of the car run and a smaller unit over another part of the same run.

5. Closed-pouch space in passenger cars, in baggage and express cars, and in baggage and express compartments in passenger cars, will be authorized only between the points the mails are actually carried in either direction of the car run, and such authorizations will be considered as the mileage of the "authorized car run."

6. In the transportation of the mails the department is not restricted to the use of the vestibule platform of passenger cars, and the mails should be carried in any available space where they can be safeguarded.

7. Space in full and apartment railway post-office cars will be authorized in both directions of the authorized car run. In railway post-office cars the space to be authorized will be the actual linear-foot space, inside measurement, that may be needed to accommodate the mails. Space in independent cars will be authorized in both directions and paid for accordingly unless the car or any part thereof is used by the company in the return movement. In independent car service linear-foot space will be authorized in cars 36 feet or less in length to the extent of the full length of the car, inside measurement (less any obstructions), and in cars more than 36 feet in length to the extent of 36 linear feet or such additional linear-foot space in the car as may be necessary to accommodate the mails.

8. Whenever a regular authorization of closed pouch service is exceeded on more than 50 percent of the trips on any day of the week in any calendar month, the appropriate higher unit which was needed on more than 50 percent of trips on such day of the week shall be authorized on that day of the week. A regular authorization shall be reduced to the appropriate smaller unit on any day of the week on which a smaller unit would have accommodated the mails on more than 50 percent of the trips on such day of the week in any calendar month. This rule will not apply to the month of December. Changes in authorizations based upon the operation of this rule in any month (except December) shall become effective on the first day of the succeeding month.

9. When greater amounts of mail are carried than are provided for in the regular authorizations, transportation of the excess mails will be paid for as "emergency service." The companies may submit (through the Railway Mail Service) at the close of the month an itemized statement under oath of the excess service that has been performed during the month. Such statement must show the trip (or train number if one is used), the points between which the excess mails were carried, the distance, the date on which the service was performed, and the number of pieces of excess mails carried. The rate shall then be stated and each item extended so as to show the amount of the claim for the month. Where the regular authorization is for a closed-pouch unit the company's claim should be based on 30 cubic feet of space, or multiples thereof, at 1 cent per mile for each 30 cubic feet or fraction thereof, that being the rate for additional mails. Where the regular authorization is an independent car or railway post-office authorization the emergency service should be of a separate unit of closed-pouch service. If service becomes necessary on additional trips or in additional independent cars requisition should be had by the company from the postmaster or other representative of the department before performing the service. The company employees should carry all mail offered without further authorization on trips on which regular mail service is authorized, the company to be entitled to pay for carrying the excess mails.

10. The carriers will be separately compensated for such side and transfer service as they may be required by the Post Office Department to perform.

11. At the close of each month each electric railway company will certify under oath to the performance of service during the month on form specified by the department (No. 5076), and submit such certificate promptly to the Superintendent of Railway Mail Service, who will verify and transmit the certificate to the department. That certificate will form the basis of payment for the regular service performed.

RATES OF PAY OF ELECTRIC RAILWAYS

Closed-pouch service:	
In passenger car without compartment:	
10 (or less) pouches, sacks, and parcels.	4 cents for each mile of service.
60 cubic feet	5 cents for each mile of service.
For each additional 30 cubic feet.	1 cent for each mile of service.
In baggage or express car or compartment in passenger car:	
30 cubic feet	3 cents for each mile of service.
For each additional 30 cubic feet.	1 cent for each mile of service.
Independent cars:	
For 36-foot cars	50 cents for each mile of service.
Prorate for cars less or more in length.	
Railway post-office cars:	
20 linear feet or less	2 cents per foot for each mile of service.
Excess of 20 linear feet	⅞ cent per foot for each mile of service.
Minimum payment on any route, $175 per annum.	

ACT OF JULY 2, 1918, UNITED STATES CODE, TITLE 39, 570

The Interstate Commerce Commission is hereby empowered and directed as soon as practicable to fix and determine from time to time the fair and reasonable rates and compensation for the transportation of mail matter by urban and interurban electric common carriers and the service connected therewith, prescribing the method or methods by weight or space, or both, or otherwise, for ascertaining such rate or compensation and to publish same, and orders so made and published shall continue in force until changed by the commission after due notice and hearing: *And provided further*, That it shall be unlawful for any urban or interurban electric railroad to refuse to perform mail service at the rates or methods of compensation thus provided for such service when

required by the Postmaster General so to do, and for such offense shall be fined $100. Each day of refusal shall constitute a separate offense.

ORDERS OF THE INTERSTATE COMMERCE COMMISSION

At a general session of the Interstate Commerce Commission, held at its office in Washington, D. C., on the 7th day of August, A. D. 1920. No. 10227. Electric railway mail pay

This case having been initiated under the provisions of the act of July 2, 1918, 40 Stat., 742, 748, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the commission having, on the date hereof, made and filed a report containing its findings of fact and conclusions thereon, which said report is hereby referred to and made a part hereof:

It is ordered, That the following system, rules, and ratings be established on or before December 6, 1920, and be observed, maintained, and applied to the transportation of mail matter of the United States by all urban and interurban electric railway common carriers subject to the act of July 2, 1918, supra, until further order or orders of this Commission:

1. That the fair and reasonable rate for transportation of closed-pouch mail on a car constructed and run primarily for passenger service, with no separate compartment for mail, baggage, and express, is 4 cents per mile of authorized car run for 10, or less than 10, pouches, sacks, and parcels. Where more than 10 pouches, sacks, and parcels are regularly tendered for transportation on one such passenger car, at any point on a mail route, the Postmaster General shall authorize not less than 60 cubic feet of space and the fair and reasonable rate therefor is 5 cents per mile of authorized car run; and for each additional 30 cubic feet or fraction thereof, 1 cent per mile of authorized car run, over said mail route; the authorization to be determined by actual measurement where practicable, or by count of pouches, sacks, and parcels as provided in paragraph 7.

2. That the fair and reasonable rate for closed-pouch service in baggage or express cars or in baggage and express compartments in passenger cars, is 3 cents per mile of authorized car run for 30 cubic feet of space or less, and 1 cent per mile of authorized car run for each additional 30 cubic feet or fraction thereof of space authorized; the authorization to be determined by actual measurement where practicable, or by count of pouches, sacks, and parcels as provided in paragraph 7.

3. That the fair and reasonable rate for independent cars devoted to the transportation of the mails, on which railroad employees handle the mails, is 1½ cents per linear foot per mile of authorized travel in cars 20 feet or less in length, inside measurement; and in cars more than 20 feet in length, inside measurement, 1½ cents per linear foot per mile of authorized travel for the first 20 feet and three-fourths cent per linear foot or fraction thereof per mile of authorized travel for each additional foot or fraction thereof.

4. That the fair and reasonable rate for railway post-office cars and railway post-office apartments in cars, in which postal employees handle the mails, is 1¼ cents per linear foot per mile of authorized travel in cars or apartments in cars 20 feet or less in length, inside measurement, and in cars or apartments in cars more than 20 feet in length, inside measurement, 1¼ cents per linear foot per mile of authorized travel for the first 20 feet and three-fourths cent per linear foot per mile of authorized travel for each additional linear foot or fraction thereof.

5. That the minimum rate of payment on any electric railroad mail route shall be $175 per annum.

6. Where the railroad companies are required by the department to perform side, terminal, or transfer service they shall be separately compensated for such service, unless the service is performed directly contiguous to railway terminals and depots. The amount to be paid therefor shall be measured by the amount paid by the railroad to contractors, plus 3 percent; and where the service is performed by agents or employees of the railroad companies the payment shall be for the value of the pro rata time of such agents or employees while engaged in rendering the service, including cost of vehicular service that may be necessary, with the addition of 3 percent.

Where the railroad companies contract for such service, contracts shall be let to the lowest bidder upon advertisement. Readjustments for such service shall be made annually. The railroad companies shall submit certified copies

of each contract to the Postmaster General on or before July 1 of each year showing the rate of payment for the ensuing year, and the amounts specified in such contracts, plus 3 percent, shall be accepted as the basis of payment by the Postmaster General heretofore prescribed. The railroad companies shall also furnish the Postmaster General each year, on or before July 1, a detailed statement of the daily time consumed in handling the mails by their agents or employees at each point where side, terminal, or transfer service is performed, which statement shall be verified by a responsible official of the company conversant with the facts; and such verified statement shall compute the pro rata payment of the agent or employee performing the service, based on the time actually consumed, and the amount named in the statement, plus 3 percent, shall constitute the basis of payment for the next ensuing year, unless in special cases, and for good cause, the Postmaster General may require further statements and verifications from any particular railroad company at other periods of the year.

7. That from time to time, as often as he may deem it necessary, and at least once in two years, the Postmaster General, upon notification to the railroad, and with their presence and assistance, shall conduct tests to determine the number of pouches, sacks, and outside packages that will fill 30 cubic feet of space in a car or compartment of a car, and the results thereof shall be reflected in changes in rules, when necessary, in the count of pouches, sacks, and packages as the basis of measurement.

8. That the provisions of the existing postal regulations, with respect to carriage of mails by electric railroads, except as herein modified, shall remain in force and effect.

9. That payments for transportation of mails by electric railroads and the service connected therewith shall be made each month after the service has been performed.

It is further ordered, That a copy of this order be served upon the Postmaster General and all urban and interurban electric railway common carriers subject to the act of July 2, 1918.

At a general session of the Interstate Commerce Commission held at its office in Washington, D. C., on the 2d day of June, A. D. 1925. No. 10227. Electric railway mail pay

It appearing, That by order entered herein August 7, 1920, under the provisions of the act of July 2, 1918, 40 Stat., 742, 748, the commission fixed and determined the fair and reasonable rates and compensation for the transportation of mail matter by all urban and interurban electric railway common carriers and the service connected therewith, and

It further appearing, That upon petition of certain of the carriers subject to said act and answer thereto by the Postmaster General, the commission, by order entered herein on June 5, 1922, reopened this proceeding for reexamination with respect to the facts and circumstances surrounding the transportation of mail matter of the United States and the services connected therewith by all urban and interurban electric railway common carriers subject to the said act, and

It further appearing, That a full investigation of the matters and things involved has been had, and that the commission, on the date hereof, has made and filed a report containing its findings of fact and conclusions thereon, which said report is hereby referred to and made a part hereof:

It is ordered, That the following rates and compensation for the transportation of mail matter by all urban and interurban electric railway common carriers subject to the act of July 2, 1918, supra, be, and they are hereby, fixed and determined as the fair and reasonable rates and compensation to be received on and after July 1, 1925, for the services specified, until further order or orders of this commission:

1. For independent cars devoted to the transportation of the mails on which railroad employees handle the mails, 50 cents per car-mile of authorized travel of cars 36 feet in length, inside measurement. Where the railroad company is unable to furnish cars of the length authorized, but furnishes cars of lesser length which are accepted by the department as sufficient for the service, payment shall be made only for the actual space furnished; the compensation to be not exceeding a prorate of that provided for a 36-foot car. When cars exceeding 36 feet in length, inside measurement, are authorized and used, the compensation shall be not exceeding a prorate of that provided for a 36-foot car. In computing the car-miles of independent cars the space in both directions of an authorized

round-trip car run shall be regarded as the space to be computed unless the car or any part thereof is used by the company in the return movement.

2. For railway post-office cars and railway post-office apartments in cars, in which postal employees handle the mails, 2 cents per linear foot or fraction thereof per mile of authorized travel in cars 20 feet or less in length, inside measurement, and in cars more than 20 feet in length, inside measurement, 2 cents per linear foot per mile of authorized travel for the first 20 feet and seven-eighths cent per linear foot per mile of authorized travel for each additional linear foot or fraction thereof. In computing the car-miles of full and apartment railway post-office cars, the maximum space authorized in either direction of a round-trip car shall be regarded as the space to be computed in both directions.

It is further ordered, That the provisions of the order entered herein on August 7, 1920, except as herein modified, shall remain in full force and effect.

SIDE AND TRANSFER SERVICE

1. Annual statements of side and transfer mail service shall be made on or before July 1 each year without a call from the department or Railway Mail Service. Quarterly certificates covering the performance of such service shall be made at the end of each quarter. Annual statements and quarterly certificates shall be forwarded through the proper division superintendents of the Railway Mail Service. After annual statement is approved payments will be made at the end of each month, but payment for the last month of a quarter will not be made until quarterly certificate is received.

2. The annual rate of compensation for side and transfer service will be changed during a fiscal year only when service is established at some new point or entirely discontinued at some point. Such changes will be made effective with the actual date involved.

3. Contract service will be readjusted from the first of each July, and each annual statement must be accompanied by a certified copy of every contract involved. Each contract must be indorsed over the signature of an official of the company to show that it is a true copy of the original and that the service has been advertised and let to the lowest responsible bidder under the advertisement. Contracts shall be so worded as to omit all contiguous service at railroad stations and to cover only the handling of mails between post office and railroad station or between railroad stations not contiguous. Postmasters can not enter into a contract with a railroad company or act as a special carrier. See sections 65 and 1708, Postal Laws and regulations.

4. The compensation to railroad companies handling mails between depot and post office (side service) and between depots not contiguous (transfer service) at points where they are required to perform such service is separate from line transportation pay and warrants in payment for such service will show the letter "S" after route number.

5. The department reserves the right to relieve the company of side service at any point and advance notice will be given when practicable. Where the company employs a contractor it may protect itself in this by the insertion of a clause in the contract releasing the company in case the department assumes the service.

6. Railroad companies are required to give the department at Washington, D. C., 30 days' advance notice at points where mails are handled, of the discontinuance of an agency or the removal of a station to a new location more than 80 rods from the post office. Such notices will be acknowledged and the responsibility of the company for the handling of the mails will cease at the end of 30 days from receipt of notice at Washington, D. C., unless the company is relieved prior to that time.

7. Railroad companies shall not take up side or transfer service at new points until requested to do so by an official of the Railway Mail Service. Postmasters are not authorized to make such requests.

○

25672

END OF
TITLE